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CIVIL GOVERNMENT IN SANTO DOMINGO IN THE EARLY DAYS OF THE MILITARY OCCUPATION

BY COLONEL RUFUS H. LANE, A. A. AND I., U.S.M.C.

AT the time of the establishment of the military government there were seven executive departments for the transaction of the governmental business of the Republic of Santo Domingo as follows: Foreign Relations, Finance and Commerce, War and Marine, Interior and Police, Agriculture and Immigration, Public Works and Communication, and Justice and Public Instruction. Officers of the Navy and Marine Corps were detailed to administer the affairs of these departments, each having two under his cognizance, except in the case of the officer assigned to the Department of Finance and Commerce. Soon after the establishment of the military government, the Department of War and Marine was merged with that of Interior and Police. All of the army of the Republic had been disbanded, and there remained in the marine service but one decrepit gunboat, a few light patrol boats, known as guardias costas, and a small, run-down navy yard. The theory of this merger was that in the absence of a department for the conduct of hostilities, the thoughts of the Dominicans might be diverted from warlike measures to peaceful pursuits, and become purified and refined in the interests of peace and harmony. At a later date an additional department was created, under the title of Sanitation and Public Benefits, which took over a phase of work that had before been under the jurisdiction of the Department of Interior and Police. A medical officer of the Navy was appointed to organize and direct the functions of the new department.

The Department of Foreign Relations had, as its name indicates, charge of the foreign relations of the Republic, which were continued after the establishment of the military government. The necessity of foreign representation decreased somewhat after the occupation,

and the numbers of diplomatic and consular officials were reduced. However, this function of the department was continued on the same principle as before the occupation. The department supervised the diplomatic and consular representatives of the government sent to foreign countries, and it received the diplomatic representatives of other countries and issued exequaturs for the consuls of such countries. It also issued passports to Dominican citizens who desired to travel abroad. A provision of the most recent constitution of the country had abolished the use of passports for travel within the country, but under the conditions of the World War it became practically impossible for anybody to travel without the benefit of identification by the use of them, and therefore they were issued as a matter of accommodation to those Dominican citizens who desired them. While by the law and the constitution no passport was necessary for leaving the dominions, the provost marshal and the military intelligence officer were inclined to require their production for purposes of identification.

The Department of Foreign Relations carried on the correspondence which related to the interests of foreigners resident within the limits of Santo Domingo. The task of interpreting the military government to foreign governments was no enviable one, and caused no small difficulties. Every foreigner who was adversely affected by the establishment of the military government challenged its right of existence. On the whole, it was generally conceded that foreigners were benefited by the presence of the military government, inasmuch as the conditions of peace and good order were very much improved. However, it had long been the custom for every foreigner to take advantage of any circumstance that could possibly be considered as disadvantageous to him in a material, social or spiritual way, as the basis of a money claim for damages against the Dominican government. Due to this practice, enormous claims had accumulated, and because of the fact that the government had been very dilatory in satisfying them, the amounts in money were multiplied not only in strict proportion to the estimated difficulty of collection, but also in inverse proportion to the real gravity of the case, for the purpose of focusing attention which might not otherwise be attracted. Each of the foreign claimants endeavored to circumvent the courts and governmental officials in his own interest, and by long practice all had become adept in the matter of magnifying their merits and the alleged damages which they had suffered. An incident illustrative of the

practice occurred in the village of Duarte, on the opposite side of the Ozama River from Santo Domingo, in October, 1916. A patrol had been ambushed there, and Captain W. W. Low and a first sergeant had been killed, and others wounded. A landing party crossed the river and swept through the village, which had been a harbor for insurrectos and criminals, whose insolence to and defiance of the American authorities had aroused considerable feeling on the part of the men. After affairs had somewhat settled down, each dweller in the village who could by any stretch of the imagination claim foreign citizenship, submitted, apparently according to an accepted practice, a claim against the government for damages. Tiny stores which could not by any possibility have contained more than a few dollars' worth of stock were represented as having sustained loss of merchandise and money amounting to thousands of dollars. These particular claims, which were against the United States instead of against Santo Domingo, were formally and ponderously investigated by boards of officers, and voluminous reports were forwarded to Washington, after which they were not again heard of, the United States apparently imitating the practice of Santo Domingo. These huge reports suffered the same fate as man, who sinks into the depths of the sea, "with bubbling groan, without a grave, unknelled, uncoffined and unknown."

On the other hand, the Department of Foreign Relations had the equally unpleasant task of interpreting foreigners to the military authorities, who were inclined to be somewhat arbitrary and to apply military principles and discipline to the civilian population at large. This appeared to be feasible so far as Dominican citizens were concerned, in view of the fact that there were no diplomatic representatives, with active governments in support to speak for them, but it was otherwise in the case of foreigners who considered themselves as exceptions to the military and civil rules, and demanded the treatment to which they considered themselves entitled as citizens or subjects of sovereign states. Conduct which appeared to be unmilitary and insubordinate on the part of foreigners who were, as a rule, of the same color as the natives, and practically indistinguishable from them by reason of standing or education, was irritating to the military forces. The Department of Foreign Relations was under the necessity of making a specialty of the adjustment of these matters, and therefore had more clearly in mind the rights to which foreigners were entitled under international law, and the undesirable consequences

which might arise if the interests of these foreigners were taken up by their own governments with Washington.

The entrance of the United States into the World War still further complicated the anomalous position of the military government. The American naval and marine officers who were occupying the controlling positions in the government of the Republic of Santo Domingo were belligerents under the rules of international law, and were obliged to treat all things German as enemy concerns. On the other hand, the Republic of Santo Domingo and its people were neutral and were entitled to all of the exemptions pertaining to that status. Nevertheless, on the entrance of the United States into the war, Washington ordered the dismissal of German and allied diplomatic and consular officials in Santo Domingo. Strenuous objections were made by diplomatic representatives to the internment of Germans, and to other restrictions placed upon the movements of the nationals of that country. It was the desire apparently in each case to hold the government of the Republic of Santo Domingo responsible for the acts which were considered to be inconsistent with the obligations of a neutral government, which Santo Domingo was represented to be. Demand was made that the Dominican government take up these matters and protect the rights or alleged rights of the Germans. Reply was made that the internment of German subjects and other acts alleged to be unneutral were not directed by the government of Santo Domingo, but emanated from the American officials, solely in their capacity as such, and that the United States only was responsible. The rejoinder was that the Republic of Santo Domingo was or should be sovereign within its own territory, and therefore was responsible for all acts committed therein; that if unneutral acts were being perpetrated in its territory, it was the duty of the Republic as a sovereign state to take such steps as might be necessary to suppress them. The issue of the existence of two independent sovereignties in the same territory at the same time was raised in this way, and was difficult to meet.

A study of the incidents seemed to indicate that the German government might hold Santo Domingo responsible for all of the alleged unneutral acts, and at a favorable time demand reparations. The military government had the task of protecting the future government of Santo Domingo from such penalties and of lodging plainly and definitely the responsibility where it belonged, that is, on the

shoulders of the United States government itself. There was grave reason to apprehend that had Germany been victorious in the war, her hand would have fallen heavily on Santo Domingo, and the alleged acts might have formed the basis of an occupation or annexation of Santo Domingo to the German Empire.

An attempt was made by the military governor to settle the long-standing dispute between Santo Domingo and Haiti over the question of the boundary between the two countries. The history of the boundary dispute is complex. When reduced to its elements it will be found that the Dominicans demand the boundary as established by the Treaty of Aranjuez, in 1777, between Spain and France, which was very clearly marked by monuments and can easily be traced to this day. The Haitians, however, had occupied a large area on the Dominican side, which if yielded by them would transfer to Dominican sovereignty a large Haitian population which had been subject to the Republic of Haiti for a century or more. The Haitian claim is based upon the principle of *uti possidetis* (as you possess) at the time of the separation of Santo Domingo from Haiti after the occupation, which was continuous for more than twenty years, and which was terminated only in about 1844. There is, however, no exact date which can be used as a basis for the determination of this boundary, the Dominicans considering that their separation from Haiti dated from 1844, whereas the fact of separation was not formally recognized by Haiti until about 1874. In the meantime there had been a constant drift of Haitian population across the border and settlement upon territory claimed by Santo Domingo, which, considered in connection with the additional fact that there never had been any precise data sufficient to fix location of the actual boundary at any particular time, will indicate the present difficulties of establishing the boundary on the basis of the Haitian contention. The Haitian population is about twice that of the Dominican population, its territory is about one-half the area, and therefore the density of population of Haiti is about four times that of Santo Domingo. The result is a constant drift of Haitian people into Santo Domingo, the territory of which is comparatively unpopulated, and a gradual advancement of the boundary of the territory held by Haitians under claim of actual possession. The actual boundary is thus gradually drifting to the eastward, and under that condition it is in the material interest of Haiti to postpone the decision indefinitely, with the object of increasing its territory by accretion from

year to year, at the expense of Santo Domingo. Apparently the policy of Haiti has been based upon this state of affairs, as the whole of its diplomacy on the boundary issue is one of evasion and delay.

The history of the negotiations on the boundary dispute is dramatic, although in some parts it lacks novelty by reason of repetition. The struggle for advantage and the loud assertions of virtue and elevated purpose on each side are the dominant notes, with counter charges of bribery and corruption as the refrain. There is no doubt that one of the treaties in the archives of Santo Domingo was altered to the advantage of the Haitians as the most cursory examination of the original document proves. The charges in regard to its alteration are precise in naming the man who was Minister of Foreign Relations of Santo Domingo at the time, as being responsible for the change, and as the recipient of the Haitian reward, together with the amount in money which was the price for his betrayal of his country's interests.

The Department of Foreign Relations was unique in showing a reduced expenditure under the military government. Each year its budget decreased, while at the same time the budgets of the other departments grew with rapidity. This reduction was accomplished by the decrease of the number of representatives abroad and by the general elimination of sinecures so far as practicable. The diplomatic and consular positions had been considered by the politicians of Santo Domingo as spoils, which were normally to be divided among them and the military leaders in the interests of the dominant party, or rather chief, the two terms being in Santo Domingo, for practical purposes synonymous. There was one disadvantage in occupying a diplomatic or consular position which was, that when the incumbent was obliged to leave the country for a foreign post, he was somewhat handicapped in keeping up his political fences. Being absent, and the clamor of politicians on the spot for position being insistent, the executive power often yielded to the more immediate and present demand and appointed a person on the spot to the office of the absent one. This resulted in a practice which grew to considerable proportions, that of obtaining appointment to a foreign post and remaining within the country with the object of preventing ouster, induced by clamor around the throne. This practice was the more readily adopted as it enabled the incumbent to enjoy the emoluments of the office without the difficulty, inconvenience and expense of transposing himself and his family to a foreign city and without

the onerous assumption of official responsibility and labor. This practice was facilitated also by the fact, that the duties of the foreign representatives, except those of the minister at Washington, the consul at New York and the consul at San Juan, Porto Rico, were very slight. There was no embarrassment to the government if the duties were neglected, or not performed at all, especially as the diplomatic or consular agent was apt to make more trouble for his superiors by busying himself with official matters than if he allowed them to slumber in oblivion. It was the duty of the military government to put a stop to these practices, the cessation of which permitted considerable economy.

The Department of Finance and Commerce had cognizance of receipts from the customs duties, the collection of the internal revenue, disbursement of funds for the expenses of the government, the purchase and issue of supplies for the various departments of the government, port regulations, regulations concerning commerce, and consideration of modifications of customs duties, custody of public property, and audit of public accounts.

The receivership was established under the treaty with the United States ratified in 1907, and was charged with the actual collection of customs duties. The headquarters office was in Santo Domingo and branch offices were in charge of customs houses in various ports of entry of the country. The receivership was allowed a certain percentage of its collections for its own expenses, and the remainder of the receipts were applied, according to fixed rules, to the payment of the public debt and the remainder to the Dominican government for its operating expenses. The head of the receivership was responsible to the Bureau of Insular Affairs, War Department, but recently an arrangement has been made to make him responsible, at least in part, to the Military Governor. The operation of the receivership since its institution in 1907, has been very efficient, and so far as known, there have never been charges of misappropriation of any part of the large sums of money which have passed through its hands.

The collection of the internal revenue was an important part of the duties of the finance department. These revenues included the land tax, the tobacco tax, the business tax, and a tax on the manufacture of matches and soaps, as well as other minor articles. About 1918 the collection of the internal revenue was taken over by an American appointed under the Department. The appointee was a

man of energy and of ability, and succeeded in completely reforming the methods of collection and multiplying the amounts received by the government many times.

The land tax was instituted in the spring of 1919 and was as radical an economic measure as had been undertaken by the military government. Until its institution there had been no direct taxes on the people, except a few minor ones which were collected spasmodically. No political government had been able to impose a direct tax and survive, due to the violent opposition on the part of the populace to paying money directly out of their own pockets for the support of the government. The greater part of the revenues were raised by customs duties on imports. The land tax was imposed directly upon the land and its improvements. It produced a large return but many protests. A considerable part of the difficulty of imposing the tax was caused by the fact that land titles were in a chaotic condition, so that it was in many instances impracticable to determine who owned the land. In addition there were no complete records of land holdings, and it was therefore necessary to require all land owners to declare their holdings under penalties for failure. The land tax was perhaps premature and should have been postponed until such time as the title problem could be solved.

The Administration of the Department of Finance and Commerce under the military government, in so far as the handling of the revenue was concerned, effected a complete reform. Prior to the institution of the military government, the greater part of the revenues were expended in salaries and a large part was lost through speculation and waste. Little residue was left for public works or for any object which did not personally benefit some politician. Under the military government the leaks were stopped, the inefficiency was largely corrected, and a considerable part of the revenues was devoted to public works and other improvements. In 1907 the foreign debt had been funded and bonds issued to meet the demands of debtors. There remained, however, a very large number of claims against the government by natives and other inhabitants of Santo Domingo. That these claims were very much inflated was the general belief, but no machinery had ever been organized or perfected for sifting the just claims from the unjust. In 1917 the Dominican Claims Commission was organized with plenary powers of investigation, and proceeded to examine all claims and to sift the evidence. The total amount of the claims submitted was in excess of twenty

million dollars, but the awards made by the Commission amounted to less than five million. Bonds were issued in this amount in satisfaction of the claims which were accepted by the claimants at par in the absence of cash payment. As these bonds sold at about 80 to 85, some slightly higher, the claimants suffered a substantial reduction of their awards, even as made by the Commission.

The Department of Finance and Commerce disbursed all moneys, and for this reason had a very strong influence in the determination of all policies. As a result of the power which it acquired through its control of the finances, it tended to usurp the powers and establish an ascendancy over the other departments of the government.

The Department of Interior and Police had cognizance of the provincial governments, municipal governments, the police, the Guardia Nacional and of the lotteries.

The provincial governments were a very prominent factor in the administration prior to the occupation. A governor was appointed for each province who commanded the military forces therein and was responsible directly to the President for his province. As every president had to be constantly on his guard against insurrection and revolution, it was the principal duty of the provincial governors to exercise great vigilance in detecting insurrectionary movements and in order to be in a position instantly to suppress them, each was clothed with very summary powers. The actual government was carried on by the President through the military provincial governors. After the occupation the functions which had formerly been exercised by the governors and their troops fell to the forces of occupation stationed in the various parts of the country. The army of Santo Domingo having been disbanded and the military functions of the governors having ceased, those officials found themselves without adequate employment. They were continued, however, as agents of the Department of Interior and Police, their duties being confined to observation and inspection.

The municipal governments were, under the constitution of Santo Domingo, nominally independent. The officers were elected and they had certain legislative powers within the confines of their municipalities. In fact, however, all municipal governments were subject to the control of national government, and under the military occupation the tendency towards the ascendancy of the national government was increased. These municipal governments were highly

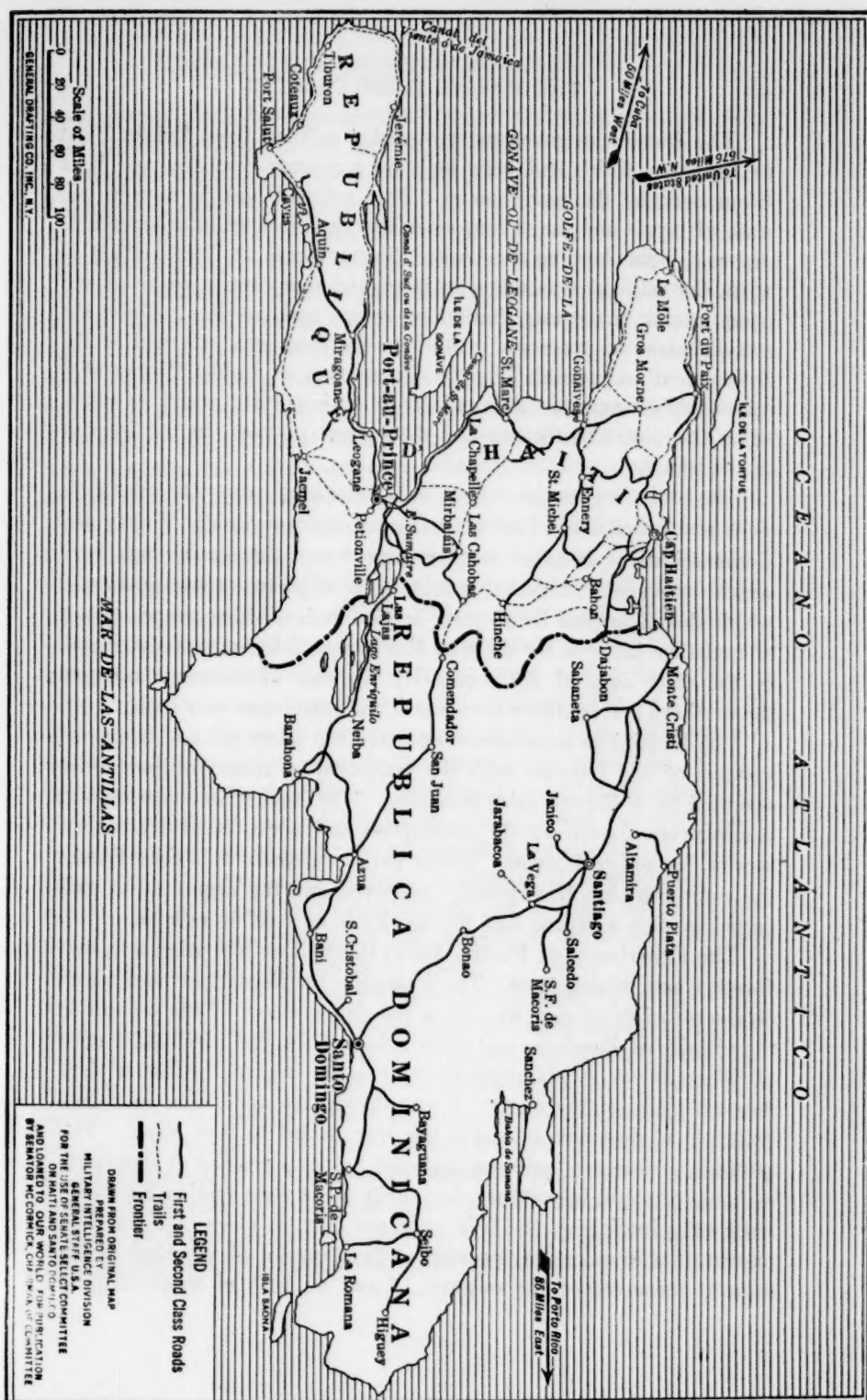
inefficient and wasteful and seemed to be incapable of carrying responsibility in reformatory measures. The Department of Interior and Military Police gradually assumed the functions of these governments, with the prospect that at no distant date even the nominal independence will disappear.

Under the political government, the Guardia Nacional performed the functions of the national police. In addition there were police forces in each municipality which were responsible in part to the Department of Interior and Police. Upon the disbandment of the original Guardia Republicana, its functions were taken over and reorganized by the Guardia Nacional. This body in its organization was primarily military, its police duties being purely secondary and subordinate. It was officered by Americans detailed from the United States Marines, and was composed of natives enlisted in the provinces. It was never large enough to discharge the military functions incumbent on the national army and was too military to devote itself, except spasmodically, to its police duties. It has recently been reorganized with especial view to meeting its police functions, of which its new name, Policia Dominicana, is indicative.

The Department of Public Works and Communications had cognizance of roads, wharves, channels, lighthouses, of public construction, post offices, telegraphs and telephones.

A comprehensive plan of roads for the country had been developed prior to the occupation, and some progress had been made in construction. The actual accomplishment, however, seemed small when compared with the total task. The Department, under the military occupation, pushed forward the roads as rapidly as possible, but was naturally handicapped because of the lack of funds. However, very material progress has been made, and a recent report indicates that the road over the mountains between the Northern and Southern portions of the country will soon be completed. The construction is of the highest quality, and is therefore necessarily very expensive. A considerable expenditure will be required in the future for the repair of roads, and it is to be hoped that any political government succeeding the present government will not fail in its maintenance of the roads now in existence and building.

This Department of Public Works and Communications has constructed a number of wharves for the accommodation of commerce, has maintained the channels of the various ports by dredging, and has reorganized the lighthouse service in such a way as to make it dependable and of real service to navigation.



Courtesy of Our World

ROAD MAP OF HAITI AND SANTO DOMINGO
SCALE IS INACCURATE

The Dominican government owned a railroad from Puerta Plata to Santiago, which had been built by a private company and later taken over by the government. This railroad was in a very bad state of repair and the rolling stock had deteriorated in a lamentable degree. Upon landing the United States forces at Puerta Plata in 1916, the railroad was taken in hand and temporarily repaired and equipped for the transportation of troops and supplies. Upon the establishment of peaceable conditions the road was returned to the government and operated by the Department of Public Works with commendable success. This railroad is an important artery of trade, being the outlet to the sea for the richest portions in the interior of the island.

The post office service under the Dominican government was inefficient and unreliable. Under the Department of Public Works and Communications reforms were instituted and the service was very widely extended. A postal money order department was instituted which should in time be of great service in furnishing proper means of exchange between the more or less inaccessible parts of the island. In the early days of the occupation the rate of exchange between the northern and southern portions of the island was very high.

The Dominican government operated the telegraph and telephone systems of the republic with the exception of those overland lines operated by a French cable company. The lines under government administration were poorly constructed and were constantly out of service due to breakdowns. Under the Department of Public Works the equipment has been greatly improved and the organization perfected to such a degree that the service is now fairly reliable.

The Department of Public Works initiated an irrigation law, and forestry and mining laws. The irrigation privileges had been based on the principle of riparian rights, but development of the regions in the vicinity of Barahona and other arid sections had indicated a need of other forms of determination of water rights. After a very detailed study of the matter, it was decided to apply the California principle of preemption, and a law was passed to that effect. The question of forestry had been neglected by the preceding governments as being of slight importance, and while there were mining laws they were very ineffective and had operated only to encourage the formation of wildcat companies without development of any kind of the mineral resources of the country. Laws on both of these subjects

were framed and duly promulgated as executive orders, and are now applied as a part of the law of the land.

Reliable maps of the country were not to be had. The most important basic map was one made by an officer of the British naval service many years before, based in part upon survey and in part upon information gathered from various sources. This British map had been the basis of other maps published since that time, all of which contain many inaccuracies and which are incomplete. Under the supervision of the Department of Public Works, a general survey of the entire country was undertaken by the Coast and Geodetic Survey of the United States on the basis of actual expense incurred. This survey was duly organized and proceeded methodically with its work, but at a rate somewhat below that estimated because of unexpected obstacles encountered in the tropics, of which the survey officials had had no experience. Due to the failure of revenues, the prosecution of the survey was abandoned during the year 1921.

The Department of Public Works and Communications supervised the survey of land holdings under a law which established a land court for the delineation and determination of land titles. No information is at hand as to the progress made in this work, which is one of the most important undertaken. It may safely be said that without the establishment of an adequate system for the settlement of land titles, little progress, either industrial or social, is possible, and the maintenance of a stable political government highly problematical.

The Department of Agriculture and Immigration has cognizance of the improvement of agriculture throughout the country and of the regulation of immigration. The Department is somewhat of an anomaly in that it associates two distinct and diverse functions, and is said to have been created for the purpose of furnishing political reward to the first appointee as its head.

The agriculture of the country is in a very backward state except upon the sugar estates which are operated by large companies, usually foreign. These companies work large tracts of land from which the natives are excluded as landowners, but contribute very little to the prosperity of the country. Political disturbances and insurrections are unusually prevalent in the vicinities where these companies operate. The agricultural administration employed a large number of agriculture inspectors who were assigned to different districts of the country for instruction of the farmers, who, however, are naturally conservative and very reluctant to take up any new processes. Ex-

perimental stations were established by the Department, one in the north part of the island and another in the south, while a third was established in a region of high elevation for the purpose of investigating the agricultural possibilities of those elevated sections. These stations have no doubt accomplished some good results, but there is reason to question the adequacy of the returns to the country when measured by the expense involved. The Department publishes an agricultural bulletin which is sent out at regular intervals for the instruction and guidance of those interested. An agricultural college was established at the experimental station near Santo Domingo City, which was planned somewhat on the principles of West Point and Annapolis, that is, to receive a fixed number of students from each province, who were to be educated in agricultural sciences at the expense of the government. It was expected that these students returning to their own sections of the country would spread among the inhabitants the knowledge which they had gained. The college, however, never proceeded beyond the inceptional stage and the buildings are now used as training centres for the Policia Nacional.

The subject of immigration was concerned chiefly with the supply of labor for the sugar estates, the natives being unwilling to furnish labor in the required volume at the rates which the sugar companies were willing to pay. Importation of laborers was made from the neighboring West India islands on permits issued by the Department of Agriculture and Immigration. The law requires that these laborers be returned to their domiciles at the end of the cutting season, or at the end of the second season, but due to the fact that the laborers are imported en bloc, and that no governmental record is kept of the names, the law is very poorly enforced and under existing practice, if any desired, they might remain in the country. As a result of these methods a considerable population of English-speaking negroes from the neighboring islands has congregated in the vicinity of the sugar estates. The issue of immigration permits was a fruitful source of graft for the government officials in the old days, the regular price being paid, it was said, based upon the number of persons involved.

The chief apprehension of the Dominican people is that they may be inundated by a black wave of Haitians. The Dominicans average several degrees lighter in shade than the Haitians, and are apparently descended from a better African stock. The greater density of population in Haiti and the lower standards of life there

inspire the fear on the part of Dominicans that further increase of population may force large numbers of Haitians into Dominican territory which, near the border, is very thinly populated. If the Dominicans can be said to have any fixed idea, the opposition to the immigration of Haitians may be classed under that heading. Therefore, the matter of the regulation of Haitian immigration is one of considerable delicacy and difficulty, especially in view of the fact that Haitians are very sensitive on the subject of discrimination against them individually on much the same principle that the Japanese object to the alleged discrimination in the matter of land laws in the State of California.

The Department of Sanitation and Public Benefits had cognizance of all measures of sanitation, improvement of public health, regulation of the practice of medicine and allied professions and trades, the establishment and maintenance of quarantine and quarantine stations, and the establishment and maintenance of public hospitals and dispensaries. It maintained large numbers of sanitary inspectors and inspired and administered a sanitary code of a radical nature.

The justice section of the Department of Justice and Public Instruction had cognizance of the administration of justice, of the courts, in so far as they were not independent, of prisons and prisoners, and of pardons and paroles.

The position of the judiciary under the military government having been declared independent, the most difficult task of the Department of Justice was to preserve harmony between the judicial and the military officials. The idea of independence of governmental departments seemed to be foreign to military principle. The administration of justice in the Republic of Santo Domingo was far from perfect in the old days, and the temptation to interference on the part of the officers of the forces of occupation, on principles of abstract justice, was very strong. Furthermore, the system of jurisprudence and the fundamental ideas of the Dominicans and of the Americans were radically different. The Dominican procedure was based on the Napoleonic code, whereas the American system was based on the common law of England. It was impossible for people whose ideas of justice are based upon these two diametrically opposed systems, to understand each other. To Americans abroad, further, the idea that anything American is necessarily correct is fundamental, and likewise that anything not American is fallacious. The Americans failed to take into consideration the numerous failures in the adminis-

tration of justice in their own country, and especially of the delays which are notoriously attendant on the proceedings of all judicial bodies. For these reasons, the Americans were very critical of the administration of Dominican justice and found difficulty in leaving that administration to pursue its own independent course without summary interference. There were, however, many things in the Dominican administration which were of the highest value and which could probably be introduced into the American system with benefit. It was the task of the Department of Justice to protect the courts, so far as possible, from undue military pressure, and on the other hand to endeavor to improve the procedure of those courts in such a way as to meet with the approval of the American officials of high and low degree.

The Dominican constitution and laws did not provide an efficient method for impeaching and removing judges who were faithless to the responsibilities which they had assumed. Neither was there any practicable method of disbarring lawyers who abused the opportunities and privileges of their profession. The military government, at an early date, took these matters under consideration and published executive orders which provided for impeachments and disbarments with the necessary safeguards. No charges were ever brought against a Dominican judge which justified impeachment, but several lawyers were disbarred for periods varying from two to ten years. The latter was a great shock to the legal profession, which had considered itself immune from interference, and which had developed a system of professional ethics under which a lawyer would not serve in any case which was contrary to the interests of any other lawyer. For instance, if a lawyer contracted debts, the debtor could not find any lawyer to prosecute the case in a civil suit, and was therefore helpless.

Numerous reformatory laws were drafted and published as executive orders which affected domestic relations and property rights. Among these may be mentioned the so-called law of paternity, which forced parents of both legitimate and illegitimate children to make appropriate provision for their offspring. It had been the practice of former times to abandon children, especially illegitimate ones, the latter constituting a very large proportion of the population, to the mercy and charity of strangers and of circumstances. Under the paternity law, many thousands of cases were reached, in which forced provision was made for destitute children. One of the causes for the large proportion of illegitimate births was the difficulty of mar-

riages. The marriage ceremony had been so surrounded with restrictions and monopolies that it had become unduly difficult and expensive. By revision of the laws the marriage ceremony was freed from difficulty and expense, and a resultant increase in the number of marriages was expected.

The mission of the educational section in the Department of Justice and Public Instruction was to reduce the illiteracy of the country and to lay a foundation upon which an enduring democracy could be built. The illiterates of the country have been estimated, there being no reliable statistics upon which to base the positive statement, from ninety to ninety-five per cent. of the entire population. The system of public instruction was under the political government in almost complete ruin. The money appropriated for public instruction was fairly reasonable in amount, but was grossly misused. Rural schools were almost completely neglected. The pay of rural school teachers was \$8.00 per month and was almost invariably permanently in arrears. The urban public schools were of the poorest quality imaginable, being housed in wretched buildings furnished with inadequate and worn-out equipment and taught by underpaid teachers who failed usually to receive their meagre salaries. The bulk of the appropriations for educational purposes was diverted to private schools in the form of subsidies. Any person in decayed circumstances who possessed influential political friends started a private school and made immediate application to the government, either national or municipal, or both, for a subsidy. The demands for subsidies might have been more productive had they been few in number, but where the clamor for sustenance from the public treasury was so vociferous only the most influential, upon political grounds, could be successful. The result was that the school directors with strong political backing were successful in appropriating the main part of the money available. The process of the education of the young was largely lost sight of in the scramble for the enjoyment of the public bounty, which was applied almost exclusively to the payment of salaries.

The educational situation was not, however, without its bright lights. About forty or fifty years ago, a man named Hostos came to Santo Domingo from Porto Rico and devoted himself to the improvement of the system of public instruction. He was a true philosopher and a real teacher. His abilities and character made an impression upon the Dominican people which will be remembered

and felt for many generations. His teaching inspired a great many young Dominicans with the pure love of pedagogy, the manifestation of which, on account of the lamentable conditions heretofore mentioned, was postponed until after the establishment of the military occupation. Under the protection of the military government and the encouragement given by the improvement of the school system, many Dominicans came forward under the inspiration instilled by Senor Hostos and were powers for advancement and progress in the new school system which was inaugurated.

One of these disciples of Hostos was a young Dominican who had later come to the United States for four years in the high schools of New York and four years in the University of Ohio. He had returned to his own country and had taken up the profession of teaching notwithstanding the many discouragements and handicaps encountered. Under the military government he came forward and, with his high motives, professional qualifications, executive ability and courage, was the inspiration of the educational movement. He was made National Superintendent of Schools and was responsible in most part for the excellent work accomplished.

The educational system was formerly governed by a fantastic code composed by a former National Superintendent of Schools, under which progress was impossible. A commission of able and public-spirited Dominicans was appointed by one of the first acts of the military government, to investigate the educational system and to recommend measures for its rehabilitation. This commission rendered its report in the form of drafts of laws recommended for the accomplishment of the reforms considered necessary by the commission. These drafts were accepted by the military government with minor changes only, and were promulgated as the educational code of the land. Under this code and under the wise and energetic administration of the newly appointed Superintendent, the educational system has been completely reformed.

It is sufficient to say at this time that the principles of the educational system was the banishment of illiteracy, and the provision of facilities for the training of the professional men for the service of the country. Expansion at that time of the system to extensive vocational training was impracticable because of the lack of funds.

The records prior to the military government are very incomplete and misleading, but as nearly as can be ascertained the greatest inscription in the public schools was not in excess of 16,000 with an average

attendance of less than forty per cent. Under the new system the number of pupils actually enrolled was at the greatest about 100,000 and the average attendance was in excess of eighty per cent. The organization was so effective that for each \$6.00 additional income a pupil could be added to the rural schools for one year.

Formerly all of the schools were held in rented buildings, but the problem of building school houses was taken up under the military government with considerable success. Buildings cost money and money was difficult to obtain and was much needed for the extension of the school organization. Nevertheless, many creditable concrete buildings were erected in the various cities and temporary school houses of native construction arose in all parts of the country. All schools were furnished with adequate desks, blackboards, etc., which had been conspicuously lacking before.

In the rural districts an experiment was made of forming parents' societies which had in a certain measure control of details in connection with the school of the locality. For instance, the society in any community had the power of determining whether the school teacher should be a man or a woman, the hours of sessions of the school and the seasons of the vacations. These societies erected the school building, certain materials of which, such as concrete for the floor and the necessary furniture, being supplied by the government. These societies worked enthusiastically and well, and might have been considered as beginnings of the propagation of democratic government of the country.

Progress in the building of roads, establishing of schools, improvement of sanitation and in the construction of useful public works was very rapid until the spring and summer of 1921. The revenues from the customs and from the internal revenue collections had shown increases which were taken to justify the extension of the public service. The project was formed and steps taken to carry it into execution for the securing of a loan of \$10,000,000 for the purpose of completing the public works then under construction and contemplated. In expectation of obtaining funds from this loan the financial reserve of the government had been absorbed in the prosecution of the work. When, however, the time came for the consummation of the loan, approval could not be obtained from the government of the United States, and the project collapsed. The government found itself expending funds much above the normal rate of revenues and with the resources entirely exhausted. At this particular point a

business crisis was precipitated and the revenues were greatly decreased. Many firms failed and the financial stringency was such that a large portion of the people were unable to pay their taxes. Under these conditions all construction work was suspended. All of the schools were closed and every activity by which the government could reduce its expenditures and bring them within the limits of its receipts was undertaken. This sudden change was, however, extremely harmful to the prestige of the military government and produced a profound depression in the country. Fortunately the military government was able to initiate a loan for a smaller amount than that first contemplated and in the due course of time revenues showed an inclination to recover. Under these circumstances it was possible to resume the construction work in part and to reopen some of the schools.

AMERICAN MARINES IN THE BRITISH GRAND FLEET

BY MAJOR EDWIN N. McCLELLAN, U.S.M.C.

NINTH DIVISION ORGANIZED FOR OVERSEAS SERVICE

THE Ninth Division of the Atlantic Fleet was organized for overseas service, under command of Rear Admiral Hugh Rodman, on November 13, 1917. The *New York* was designated as the flagship with the *Wyoming*, *Florida* and *Delaware* completing the division. At this time the Ninth Division was at Yorktown, Va., officially and publicly known as Base Two.

The vessels of the Ninth Division left Yorktown, Va., November 13, 1917, for their respective Navy Yards for overhaul and provisioning in anticipation of proceeding overseas. The Division rendezvoused at Lynnhaven Roads, Va., on November 24, 1917.

MARINES IN THE DIVISION

At this time the Marine Officers serving on board the vessels of the Ninth Division were as follows: *New York*, Major Nelson P. Vulte (Division Marine Officer and Aide on Staff of Commander, Ninth Division), Major Julian P. Willcox, and 1st Lieutenant Richard H. Jeschke; *Wyoming*, Major Randolph Coyle, and 1st Lieutenant Benjamin W. Gally; *Delaware*, Major Paul A. Capron and 2nd Lieutenant Donald U. Bathrick; *Florida*, Captains William H. Rupertus and Charles M. Jones.

THEY SAIL FOR SCAPA FLOW

The Division, escorted by the destroyer *Manley*, sailed from the Virginia Capes on the afternoon of November 25, 1917. Rough weather was encountered almost at once, and increased in severity until on the 30th the wind was blowing considerably over 100 miles an hour. Due to the heavy weather, Thanksgiving Day festivities were featured by their absence. An enjoyable Thanksgiving dinner at sea requires an even keel and an appetite. Neither existed to any normal degree. Those who did eat can testify that it was like eating dinner on a seasaw or an express elevator with added minor distractions in the form of an inch or so of water sloshing around under foot and the air growing more stale and smelly beneath the battened-

down hatches. By this time everybody on board the American vessels had learned of their destination—Scapa Flow, that mystery base in the Orkneys.

THANKSGIVING DAY AT SEA

This day of thanksgiving fell on the 29th and the *Manley* celebrated it by becoming separated from the Division. The *Delaware* dropped out of formation with a crippled port engine. The *Florida* also decided to go it alone and ran before the storm. The storm moderated on December 2nd. On this date the Division was a very much scattered one, the *New York* and *Wyoming* being in company, while the *Delaware* and *Florida* were each in single blessedness somewhere. The storm had raised havoc with matériel. The *Wyoming* lost both life boats and had a steamer stove-in. The *Florida* rejoined on the 4th, but the *Delaware* did not show up until three days later.

At 2:30 a.m., on the 6th, the *Delaware* spoke to H.M.S. *Constance* and two hours later that vessel took position astern of the *Delaware*. These two vessels joined the Division at the rendezvous off Cape Wrath at 6:45 a.m., the 7th.

ARRIVE AT SCAPA FLOW

The American vessels were picked up by a British light-cruiser, H.M.S. *Blanche*, and ten destroyers early on the morning of the 7th and escorted into Scapa Flow, where the crews of the British vessels turned-to and gave the Americans a "hearty three cheers" and a royal welcome. It was "cold as the deuce" but, as one Marine expressed it in his diary, "Gun watches off. Hurrah!"

The first conscious act of the Marines after arrival was to coal—one of those heartbreaking coalings starting in empty bunkers. At this time the Marines first became acquainted with the small regulation bags of the British Navy holding about 200 pounds. The colliers looked sort of unfriendly and the coal itself was a fiendish mixture of fine, lung-filling dust, smothering lumps that defied the shovels and maddened the shovelers. A bitter wind added to the misery, while cutting snow-squalls were unwelcome visitors. It was an all-night sort of horrible nightmare and the stuff seemed to go aboard the ships with pitiful slowness. As one Marine remarked: "It was a new game, strange coal and stranger colliers, and we did not handle it well at first, but before long we had that darned Welsh coal trained so it would roll over and play dead."

Official and personal matters were assisted greatly by the British assigning a vessel of their fleet to each of the four American battleships.

The Ninth Division was designated as the Sixth Battle Squadron of the British Grand Fleet.

PROCEED TO ROSYTH

Ten days at Scapa, and the American vessels moved to Rosyth with the Fifth Battle Squadron—twenty-five knot oil-burning battleships, all veterans of Jutland, the Commander-in-Chief himself leading the way on board the *Queen Elizabeth*. The three hundred miles were covered at eighteen knots which is not remarkable, but the fact that a flotilla of submarines—so-called *tin-fish*—held the same pace did make the Americans take notice. Of course a screen of British destroyers was also present. The vessels anchored off the Rosyth Dock Yard near Edinburgh at about 9:00 a.m., the 18th.

Christmas and New Year's Day were celebrated and many liberty parties were shoved off to Edinburgh while the ships were at this location.

The Labor Party, House of Commons, visited the *New York* on December 20th.

Admiral Jellicoe went aboard the *New York* on the 22nd and Admiral Beatty the following day.

The Division left Rosyth the day after Christmas and indulged in tactical manœuvres in the Firth of Forth, anchored off Burnt Island the same day, returning to Rosyth on the 27th.

RETURN TO SCAPA FLOW

The American vessels returned to the storm and gloom of Scapa about the middle of January, 1918. Accompanied by H.M.S. *Queen Elizabeth*, H.M.S. *Iron Duke*, and a destroyer screen, they sailed from Rosyth on January 14th and arrived at Scapa Flow the next day.

The waters of Scapa swarmed with ducks of all kinds while an occasional seal was observed.

There was a bright display of Aurora Borealis on the night of January 30th.

GERMAN SUBMARINES INTERRUPT MANŒUVRES

The American vessels, as a squadron of the Grand Fleet, left Scapa Flow on January 31st, for manœuvres in the North Sea.

About 10:00 a.m., February 1st, the Vice Admiral, commanding the Fifth Battle Squadron, signaled the *New York* that there were two German submarines dead ahead of her, distant about 1000 yards. Firing was heard from the direction of the British vessels, as the *New York* veered out of column to starboard, followed by the other vessels of the division. The destroyers attacked the submarines with depth charges and drove them down.

About 11:40 a.m. of this same date, according to the log of the *Delaware*, that vessel "apparently passed over some sunken object as several distinct shocks were felt under torpedo room, first on starboard bow, then on port, then under fire room."

The steering gear of the *Florida* jammed and she avoided ramming a destroyer by a narrow margin, on the above date.

A fire broke out and was extinguished on February 4th in the moulding shop of the *Florida*.

The Crown Prince of Denmark and our Ambassador were guests of honor on board the *New York* on February 5th.

THE MYSTERY

On February 6th, the *Florida* vigilantes sighted a light on the horizon. It grew bigger and bigger. A steady red light. Even sleepy eyes kept vigil as they watched the phenomenon increase in size. They marvelled. It assumed shapes of various objects and possessed an uncanny appearance—as the visions of a drug fiend. It presented its own peculiar portent of evil to each observer. The suspense grew to a breathless terror, then—"the Moon!"

ATTACKED BY SUBMARINES NEAR NORWAY

The Division, accompanied by the Third Light Cruiser Squadron, and a destroyer screen, sailed from Scapa Flow on February 7th, for the purpose of escorting a convoy of small freighters to a point near Bergen, Norway. The *Florida* and *Wyoming* almost collided on the 7th.

Submarines were encountered on the 8th, about twenty miles off Selbiorns Fiord, near Bergen. Since this location was in the path of the German submarines as they passed from Kiel to their northern base, the fleet was ready for them.

The speed and cleverness of the camouflaged battleship monsters were very suggestive of polo ponies as they wheeled and darted in their successful manoeuvres in avoiding the submarines, torpedoes,

and floating mines. During the attack the *Delaware* became separated for a short time from the division. Her log best describes what happened, and reads in part as follows:

At 12:45 p. m., sighted British cruisers on starboard bow and starboard quarter. At 12:50 sighted coast of Norway, Bommelo Island, ahead and on starboard bow. At 1:17 sighted a fleet of merchant vessels on starboard bow. At 1:22 trained battery in direction of submarine as reported by U.S.S. *Wyoming*. At 1:36 U.S.S. *Florida* reported torpedo passed from starboard to port. At 1:41 destroyer dropped depth bomb two points abaft *Delaware's* port beam. At 1:53 sighted wake of torpedo from primary on starboard bow. Put rudder hard right and torpedo passed port bow and along port beam. *Delaware* left formation. At 1:54 saw from primary and flying bridge the wake of a torpedo or more probably a periscope as it moved very slowly, so fired one shot from port anti-aircraft gun after which saw no more of torpedo or periscope. At 2:08 lookouts aloft sighted and reported wake of torpedo dead ahead. Put rudder hard left and passed just inside of wake which was not again seen after passing abaft the beam. Steamed at full speed away from locality and then manoeuvred to rejoin squadron which was continuing on a Southerly course. At 2:35 sighted four suspicious objects about 700 yards on starboard beam, by order, destroyer investigated and found same to be fish floats. At 3:25 caught up with and rejoined Division. Sounded the general alarm, general quarters on the bugle, and manned all battle stations to repel submarines and torpedoes where the wake of the torpedo was sighted. * * *

The log of the *Florida* for this date shows that that vessel sighted the "wake of submarine" ahead; that the ship was headed for ramming but passed through wake after submarine had passed from port to starboard; that shortly afterward the ship was manoeuvred "to avoid torpedo;" that at 11:58 the ship was manoeuvred to avoid another torpedo; that at 2:08 p.m. two periscopes of submerged submarines were sighted and shortly afterward the wake of a torpedo passed close aboard from astern between the *Wyoming* and the *Florida*; that at 2:06 a torpedo missed the *Florida* by about one hundred feet.

The official story of the experiences of the *Florida* in this engagement is recorded in her log as follows:

At 1:35 p. m., U. S. S. *New York* hoisted "Submarine to Starboard," and at 1:43 annulled it. At 1:40 changed course to 175 degrees. At 1:45 a submarine periscope was sighted from the

conning tower bearing 30 degrees (relative) but was lost sight of. U. S. S. *Florida* and U. S. S. *Delaware* fell out to port and starboard respectively to avoid torpedoes, and U. S. S. *Delaware* fired five inch battery at periscope. Destroyer astern dropped two depth charges. In all, two submarines and five torpedoes were sighted by squadron.

In describing the experience of the *Wyoming* in the North Sea, one Marine expressed himself as follows:

These trips gave us new ideas in endurance and discomfort, watch and watch, zigzagging steadily at 18 knots, fog, storm, and the North Sea, plus a big coaling the instant we got back to the base. The North Sea has attained a certain prominence during this war, but it is not yet sufficiently infamous. It is the darndest, most miserable body of water ever, especially in winter, a rotten place to sail, fish, or fight. Once or twice a month it gets fairly clear, about as clear as Pittsburgh, but usually the visibility is unmentionable. Storms work up to a remarkable intensity in a few short hours, and then everything and everybody is wet and cold and inclined to think favorably of life on the old farm.

Our first trip we flushed a sub, which let fly a "tin-fish" across our bows and ducked. That was the memorable occasion when the *Delaware* broke loose and flew over the horizon like a hen in front of an automobile, her speed being estimated at 30 knots. * * * And, we did not stand Torpedo Defence watches in port in the Grand Fleet.

Another writer has described the North Sea as "a seething cauldron in a drenching mist."

On the night of February 9th, another flurry hit the squadron. Searchlights were observed north of the ships lighting up the whole horizon. All were on the qui vive, but soon quieted down when the searchlights turned out to be nothing but the antics of old *Aurora Borealis*.

TEXAS ARRIVES

The *Texas* joined the division at Scapa Flow on February 11th, having sailed from the United States on January 30th. Her Marine Officers were: Captain Pedro A. del Valle and 1st Lieutenant Frank P. Snow.

The Marines of the American vessels had their first experiences in the building of roads on British territory when they landed on February 12th, Lincoln's Birthday, to assist the natives in that work. This was but the first of several visits ashore for a similar purpose.

SUBMARINES A NUISANCE DURING MANŒUVRES

The Division sailed from Scapa Flow on February 16th, participated in the manœuvres with the Grand Fleet in the North Sea and returned to Scapa Flow on the 17th. During this cruise German submarines were cause for worry to the *Florida*, *Texas* and *Delaware*. The log of the *Delaware* for the 16th reads as follows:

At 9:25 a.m., sounded the general alarm and stationed all hands at action stations. At 9:45 the U.S.S. *New York* reported a submarine on her port hand. Changed course to starboard and went ahead full speed to avoid submarine as reported by the U.S.S. *New York*. Steadied on course 50 degrees true and sighted what appeared to be a submarine periscope, dead astern, distant about 700 yards. At 10:00 changed course to regain position in formation and resumed standard speed.

The log of the *Texas* states that at 9:20 a.m. the crew of that vessel "went to General Quarters" and later No. 20 gun fired once at "what appeared to be a submarine periscope," 600 yards off.

The only reference in the log of the *Florida* of the 16th to submarines was: "At 9:40 a.m., sighted submarine on port beam. Sheared out," etc.

The weather experienced during this cruise was rather tempestuous, one who was present stating that "it raised Cain with the top and bottom of the Old North Sea." The heavy seas damaged the boats of the American vessels, particularly those of the *Delaware*.

The *New York* shifted the flag to the *Wyoming* on February 18th, on which date she sailed from Scapa Flow for New Castle-on-Tyne, to have her paravanes installed. She rejoined the fleet on March 3rd.

Washington's Birthday was celebrated at Scapa Flow.

SUBMARINES ENGAGED WHILE ON ESCORT DUTY

March 8th the Division, with the Second Light Cruiser Squadron and a destroyer screen, sailed from Scapa Flow on convoy duty for Silbiørns Fiord. The squadron, on March 11th, ran into a fog bank and the *New York* and *Delaware* tried for the port gangway of the *Florida*. At 11:35 a.m., the 12th, the *Delaware* sighted a torpedo on her starboard beam. The sun glare interfered in locating the submarine. The *Florida* log of the 12th reported the fact that "at 11:40 a.m., *Delaware* hoisted submarine port warning." The *Wyoming* log of the 12th, states that "at 11:43 *Delaware* reported a sub-

marine going from port to starboard." Floating mines were also encountered on this cruise and were sunk by the gunfire of the destroyers.

At 8:00 a.m., March 13th, the vessels half-masted their colors in honor of the late former Secretary of the Navy, G. von L. Meyer.

St. Patrick's Day, the 17th, was not forgotten, although little opportunity was given for celebrating.

Three Admirals and one Commodore of the Royal Navy visited the *New York* on March 31st.

On April 2nd the *Delaware* left Scapa Flow for New Castle for docking and paravanes installation, sailed from New Castle on April 16th, and rejoined the Fleet at Rosyth on the 17th.

SECOND VISIT TO ROSYTH

Leaving Scapa Flow on April 11th the Division, with the Grand Fleet, arrived at Rosyth on the 13th.

ENGAGEMENT WITH GERMAN SUBMARINES

The Division, less the *Delaware*, left Rosyth on April 17th on escort duty to Norway and returned to Rosyth on the 20th. On the 17th the *Texas* fired at a submarine forward of the *Florida*. The destroyers dropped four depth charges. The *Florida* log for the 17th shows that "at 3:40 p.m. *Texas* hoisted submarine sighted to port signal."

The *Wyoming* left Rosyth for New Castle for docking and paravanes installation on April 23rd and rejoined the division at Rosyth on May 9th.

The *New York* was visited on April 23rd by a French Admiral.

SEARCHING FOR THE GERMAN FLEET

On April 24th the Division, less the *Wyoming*, sailed from Rosyth with the Grand Fleet for the vicinity of Heligoland, on another "baiting" cruise for the Germans. News had been received that the German High Seas Fleet was out, but the Grand Fleet returned to Rosyth on the 26th without meeting the enemy's fleet. During this cruise, at about 7:30 a.m., on the 25th, the Americans heard firing, and at 7:45 a.m. the destroyers opened fire, signaling that they had sighted mines.

On May 8th a division of British destroyers fired torpedoes at the vessels of the Sixth Battle Squadron for practice.

On May 9th the *Florida* sailed for New Castle for docking and paravanes installation and rejoined the division at Rosyth on May 25th.

The Marine Detachment of the *New York*, under Major Willcox, went ashore at Rosyth and drilled for a detachment of British Marines under Major Wainwright of H.M.S. *Barkam*.

The *New York* was inspected on May 28th by the Duke of Atholl, King George's personal representative.

Vice-Admiral Sims visited officially the *New York* on June 5th.

On June 7th the Deputy First Sea Lord, Admiral Sir Rosslyn Wemyss, visited the *New York*. He followed his inspection of the ship with an optimistic speech offering a rousing welcome to the Americans.

Admiral Sir David Beatty visited the *New York* on June 12th.

BACK TO SCAPA FLOW

On June 19th the Division left Rosyth for Scapa Flow, where they arrived the next day. A new game was tried there—covering the U. S. mine layers as they placed the great mine barrage across the North Sea.

At Scapa in June the midnight sun could almost be seen; it was light enough to read all night and sunset and sunrise were practically all in one.

ESCORT AMERICAN MINE LAYERS AND DRIVE OFF SUBMARINES

The Division, with the Sixth Light Cruiser Squadron and a destroyer screen, left Scapa Flow on June 30th to act as escort for the American Mine Laying Squadron that put down the North Sea mine barrage from a point off the Orkneys to the Norwegian Coast. They soon picked up the *San Francisco* and three other American mine layers.

At 4:25 p.m. the *Wyoming* sighted what appeared to be the periscope of a submarine and opened fire with the starboard after-group of 5-inch guns. The *Wyoming* went full speed ahead on both engines and turned to port, which brought the submarine astern. The *Wyoming* ceased firing at 4:25 p.m., and resumed her position in formation.

The log of the *Florida* showed that she fired one shot at 4:25 p.m. from her No. 9 gun at a periscope wake on her starboard quarter; and at 4:30 p.m. destroyers dropped depth charges.

The log of the *Texas* discloses that the *Wyoming* reported a submarine at 4:26 p.m. The log of the *Delaware* shows that what appeared to be the wake of a submarine was sighted at 4:30 p.m., dead astern.

About an hour later the submarines appeared again. At 5:25 p.m. the port sky gun of the *Florida* fired one shot at a periscope wake on the starboard quarter and five minutes later the destroyers dropped depth charges. The log of the *Wyoming* states that "at 5:22 p.m. *Delaware* and *Texas* opened fire on submarine on starboard quarter." The anti-aircraft guns of the *Texas* fired two shots at the periscope. The log of the *Delaware* shows that a submarine wake was sighted at 5:24 p.m., and that No. 1 anti-aircraft gun fired three shots and No. 13, 5-inch gun fired three shots. A submarine wake, or what appeared to be such, was observed between the *Florida* and *Wyoming*. No shots were fired as it was concluded to be a "hallucination created by wakes meeting."

On July 1st the *Delaware* sighted a mine which was sunk by the destroyers.

FOURTH OF JULY CELEBRATED AT SCAPA FLOW

The Division returned to Scapa Flow on July 2nd, and the Fourth of July was celebrated "in the dreary North." The Division, with the Grand Fleet, sailed from Scapa Flow on July 6th for manœuvres off Jutland Bank and arrived at Rosyth on the 8th.

AT ROSYTH AGAIN

The *Texas* returned to Scapa Flow on the 7th and rejoined the Division at Rosyth on the morning of the 12th.

King Albert and Queen Elizabeth of Belgium visited the *New York* on July 9th. As their majesties approached the ship the American kite balloon fell from its height in a flaming spiral into the firth.

THE ARKANSAS JOINS THE DIVISION

The *Arkansas* sailed from the United States on July 14th. At 2:25 p.m., on July 22nd, No. 2 Sky Gun of the *Arkansas* fired two shots at an object on the port beam. Later the submarine oscillator indicated a sound to the starboard. She picked up Cape Wrath light on the 25th and anchored at the Northern Base on the same date. While cruising from the Northern Base to rejoin the Division at

Rosyth, the *Arkansas* experienced some thrills. At 9:02 p.m., July 28th, a submarine periscope was sighted and No. 2 Sky Gun fired 35 shots, while the destroyers dropped depth charges. She joined the Division at Rosyth on the 29th. The *Arkansas* brought over the House Naval Committee. Her marine officers were: Captains Roy D. Lowell and Charles I. Emery.

The Battalion of Marines from the Division was ashore on July 15th at Rosyth for drill.

KING AND QUEEN OF ENGLAND VISIT THE NEW YORK

The King and Queen of England visited the *New York* on July 22nd. Prior to this visit H.M.S. *Oak*, carrying the royal guests, passed down the line and the usual honors were rendered, including the three cheers from the men manning the rails. Details from each of the American ships went on board the flagship *New York* to welcome the royal party.

On the 27th of July the House Naval Committee visited the flagship *New York*.

THE DELAWARE RETURNS TO UNITED STATES

The *Delaware*, flying her "homeward-bound" pennant, sailed for the United States on July 31st and arrived at Yorktown, Va., August 12th.

On August 5th Sir Robert Borden, Prime Minister of Canada, visited the *New York*.

WITH THE AMERICAN MINE LAYERS

Early on August 8th the Division with the Fifth Battle Squadron and Fourth Light Cruiser Squadron left Rosyth as escort for the American Mine-laying Squadron.

The log of the *Wyoming*, under date of August 8th, states that "at 12:53 p.m., sighted a buoy with red flag on port bow distant about 1000 yards. Passed buoy abeam distant 75 yards." Later: "At 10:06 p.m. sighted object resembling a periscope one point abaft port beam distant 250 yards. Blew one blast on siren and headed away from object at full speed."

The log of the *Arkansas* for August 8th records the fact that the *Wyoming* had sighted an upright stick in the water and that the *Florida* had reported a torpedo crossing the bow. The log of the *Florida* for the 8th reads that "at 10:05 p.m. torpedo passed ahead from port to starboard."

The log of the *Texas* for August 9th states that the *Arkansas* sighted a submarine at 6:52 a.m., and fired with her 5-inch guns. The *Texas* fired twice at the submarine and the destroyers dropped depth charges. The log of the *Arkansas* for August 9th states that "at 6:54 a.m. a periscope was sighted and that fire was opened on it with port Sky Guns. Also that *Wyoming* and *Texas* also opened fire and that destroyer dropped a depth charge."

The Division arrived back at Rosyth on August 10th. On August 19th the Battalion of Marines were ashore for a hike of about eight and a half miles.

On August 20th a Congressional Committee visited the *New York*.

On August 22nd the Division sailed from Rosyth and participated in manœuvres with the Grand Fleet in the North Sea as part of the Red Fleet. It was a storm cruise and everybody was glad to get back to Rosyth on the 24th.

Assistant Secretary of the Navy, Franklin D. Roosevelt, visited the Division on August 29th.

A battalion of American Marines from the Division, under command of Major Vulte and the British Marines from the Fifth Battle Squadron, drilled together ashore at Rosyth on September 5th. Moving pictures were taken of the drills, parades, etc.

Samuel Gompers visited the *New York* on September 11th.

Admiral Mayo and Staff visited the *New York* on September 21st.

PLAYING TAG BETWEEN SCAPA FLOW AND ROSYTH

The Division left Rosyth on September 23rd and arrived at Scapa Flow two days later during a nasty gale. Five days later, the 30th, the Division, in company with the Grand Fleet, sailed from Scapa Flow and arrived at Rosyth on October 1st.

On October 9th a fire occurred in the storeroom near No. 4 handling room of the *Texas* at 10:30 p.m.

Several officers were detached and several joined on October 10th. Captain William H. Rupertus was detached from the *Florida* and 2nd Lieutenant James B. Darby joined. First Lieutenant Richard H. Jeschke was detached from the *New York* and 2nd Lieutenant William C. Hall joined.

First Lieutenant Benjamin W. Gally was detached from the *Wyoming* on October 12th and 2nd Lieutenant Edward Earle joined on the 10th.

Second Lieutenant Stanley E. Wilson joined the *Texas* on October

10th and 1st Lieutenant Frank P. Snow was detached October 14th.

The Division sailed from Rosyth on October 12th and arrived at Scapa Flow the next day.

OUT TO HEAD OFF GERMAN RAIDERS

The greatest thrill of all came in the middle of October. "Enemy ships, heading for Pentland Firth at high speed," trying to escape into Atlantic to raid shipping. It was black as ink and blowing up a bit. Out through Pentland Firth which, with its skerries and tide rips, is considered a murderous piece of water even in broad daylight, the vessels dashed. Battle stations at 2:00 a.m.; no sleep for anyone all night. Daylight found the American vessels in company with some old British Battle Cruisers and Light Cruisers in the Atlantic, searching, hoping and praying for a chance to justify their existence as fighters; but, as expressed by one of the disappointed, they "never did hear another word about those damn raiders." This was on October 14th and the vessels arrived back at Scapa Flow the same day.

THE NEW YORK BAGS A GERMAN SUBMARINE

At 4:45 p.m., the 14th, while returning to Scapa Flow from heading off this reported German battle cruiser raid, the *New York* struck a submerged object in Pentland Firth near the entrance to Scapa Flow. This was later pronounced to be an enemy submarine, and so the *New York* was officially accredited with a German submarine. The starboard propeller of the *New York* was so severely damaged that she had to go to New Castle for repairs. On her way down she was attacked by enemy submarines, but drove them off. On October 15th the flag was shifted to the *Wyoming* when the *New York* left for Rosyth for repairs.

AT ROSYTH

The Division, less the *New York* (*Wyoming* flying the flag), left Scapa Flow on October 18th and arrived at Rosyth the next day. The *Wyoming* sighted a floating mine on the morning of the 19th and destroyer sank it with gunfire. The *Texas* sailed for New Castle for docking and paravanes installation on October 20th and rejoined the Division on November 5th.

Prince Yorihiro of Japan, accompanied by Prince Arthur of Connaught, visited the *New York* on November 3rd.

The King, Queen and Crown Prince of England on November 20th visited the *New York*.

CELEBRATING THE ARMISTICE

"Armistice Day" was celebrated in a most elaborate manner. The entire Grand Fleet was assembled in the Firth of Forth on the afternoon of November 11th. That afternoon the *Queen Elizabeth* signaled, "Splice the main-brace. Negative 6th B.S.," which in plain English meant: "Everybody get an edge on except the American Squadron." Another report of the general signal broadcasted from Commander-in-Chief, Grand Fleet; was: "The Armistice commenced at 11:00 to-day, Monday, and the customary method in His Majesty's service of celebrating an occasion is to be carried out by ships' companies splicing the main brace at 9:00 p.m. to-day. Hands are to make and mend clothes." Needless to say the signal was obeyed. By sundown all was set for the grand celebration. It was like a good old-fashioned football celebration or election night in New York. King George reviewed the fleet and everybody manned the rail with eager willingness.

Every searchlight was turned on from 9:00 until 10:30 p.m. Every whistle and siren in the fleet—and there must have been at least three hundred—broke loose. Every band was on deck with all the noise they could muster. Commanding Officers made speeches at the urgings of the crews.

The Firth was teeming with small craft carrying jubilant and noisy throngs—officers and men—up and down the line. Many of these stopped long enough at the gangways of the dry American battleships to embark a load of Americans to the ships where General Order No. 99 did not apply. Motor sailors from the American ship, manned by large crews, carrying bands and flying American, British and French colors, passed around the fleet. The celebration lasted well into the night, and it is quite probable that no other Armistice Day celebration in the world equalled it in brilliance or in noise.

SURRENDER OF THE GERMAN HIGH SEAS FLEET

On the 21st of November Admiral Beatty wirelessly the following message to the Admiralty: "The Grand Fleet met this morning at 9:20, five battle cruisers, nine battleships, seven light cruisers, and

forty-nine destroyers of the High Seas Fleet, which surrendered for internment and are being brought to Firth of Forth."

And this was "*The Day*."

The American battleships occupied a prominent position in the north column of the Grand Fleet on the occasion of the surrender of the German High Seas Fleet on November 21, 1918, off the mouth of the Firth of Forth. They assisted in escorting the German vessels into port, but did not accompany them to Scapa Flow, where they were *interned*.

The Division, in company with the Grand Fleet, got under way at about 3:30 a.m., on the 21st. At 8:46 a.m., H.M.S. *Cardiff* leading the German High Seas Fleet, was sighted. The American Squadron countermarched and steamed on parallel course to German Fleet for the Firth of Forth. May Island was sighted about noon; Fidra Gap was passed shortly before 1:00 p.m.; Inchkeith was passed about quarter of two; Black Rock Gate was passed through about ten minutes of two and Oxcars Gate about twenty minutes later; and the Americans came to anchor about two-twenty. The *Queen Elizabeth* stood-in about half-past three and the usual honors, including three cheers for Admiral Beatty, were accorded. One of those who was present wrote: "Then at last we did meet the German High Seas Fleet, on Surrender Day, and escorted it into the Firth of Forth. It was a wonderful, almost terrible, sight; and it gave one a feeling of embarrassment in looking on at another's shame." Admiral Beatty said: "It was a pitiful day to see those great ships coming in like sheep being herded by dogs to their fold, without an effort on anybody's part; but it was a day that everybody could be proud of."

THE NEVADA JOINS

The day after the surrender of the German Fleet, the *Nevada*, that had been serving with Division Six of the Atlantic Fleet stationed at Bantry Bay, Ireland, joined Division Nine (Sixth Battle Squadron), at Rosyth, and proceeded with it to Portland. The Marine officers serving on the *Nevada* were: Major Rolland E. Brumbaugh and Captain Sidney W. Wentworth.

AMERICAN VESSELS LEAVE BRITISH GRAND FLEET

On the forenoon of December 1st, the Sixth Battle Squadron of American battleship prepared for sea, being under orders to weigh anchor at 11:45 a.m.

Rear-Admiral Hugh Rodman paid his respects to Admiral Beatty on the *Queen Elizabeth* and returned to the *New York*. Quite a number of the flag and commanding officers of the Grand Fleet went on board the *New York* unofficially to pay their respects. Admiral Sir David Beatty went on board the *New York* about eleven o'clock. He was piped over the side, and received by eight officer sideboys, Rear-Admiral Rodman and Staff, the commanding officers of the American vessels, and the officers of the *New York*.

All hands were mustered on the forecastle, and Sir David Beatty, Commander-in-Chief of the British Grand Fleet, made a cracking good speech in his usual, straightforward, sailorman's style.

Rear-Admiral Rodman replied in a few words to Admiral Beatty's speech, saying that the sentiments expressed by him were most heartily reciprocated; that this feeling could not be put in words; and that they would give a demonstration of their feeling toward the Commander-in-Chief by giving him three rousing cheers.

Admiral Beatty left the *New York*. The American vessels got under way, broke out "Homeward Bound" pennants and proceeded out of the harbor, exchanging cheers and messages of friendship and good luck with everybody.

The *New York*, followed by the *Texas*, *Nevada*, *Arkansas*, *Wyoming* and *Florida*, in column, were escorted to May Island by the Fifth Battle Squadron and the Eleventh Destroyer Flotilla. The *Barham*, Vice Admiral Arthur C. Levenson's flagship, and the *Malaya* were on the starboard, and the *Valiant* and *Warspite* on the port. The Eleventh Flotilla took up a screening formation ahead and on either beam. Upon approaching May Island, the British units turned outboard and exchanged farewell cheers and felicitous messages with the Americans, the *Barham* displaying the plain English hoist "Good Bye-e-e-e-e-e."

Admiral Beatty radioed the following message to the departing Americans:

"Your comrades in the Grand Fleet regret your departure. We trust it is only temporary and that the interchange of squadrons from the two great Fleets of the Anglo-Saxon race may be repeated. We wish you good-bye, good luck, have a good time and come back soon."

The reply message read as follows:

"Your friendly and brotherly signal of God speed deeply appreciated by the officers and men of the Sixth Battle Squadron."

We will never forget the hospitality which has made us feel as a part of one big family and we intend to maintain that relation for all time. We all hope to serve again under your command."

FLEET HONORS PRESIDENT WILSON

Sailing from Rosyth on December 1st the American vessels arrived at Portland on the 4th, finding the *Utah*, *Oklahoma* and the *Arizona* in the harbor. The Marine officers on these vessels were: *Utah*, Major Leon W. Hoyt (Division), Captain Keith E. Kinyon and 1st Lieutenant James J. Bettes; *Arizona*, Captain David H. Owen and 2nd Lieutenant Joseph L. Nolan; *Oklahoma*, Captain William H. Davis and 1st Lieutenant Clifford C. Cowin.

Admiral Sims went aboard the *Wyoming* just before the two divisions (6th and 9th sailed from Portland for Brest on December 12th. On the morning of the next day the *George Washington* (flying the President's flag) and the *Pennsylvania* (flying Admiral Mayo's flag) were sighted. The President was rendered full honors. Anchoring off Brest, France, on the 13th, the rails were manned and other honors rendered as the *George Washington* and *Pennsylvania* passed in. The Marine officers of the *Pennsylvania* were Colonel Frederic L. Bradman (Fleet), Major George C. De Neale and 2nd Lieutenant Allen R. Sherman. Those of the *George Washington* were Major David H. Miller and 2nd Lieutenant Louis F. Peiper.

The *Wyoming*, carrying as passengers Admiral Sims and Mr. Davis, the newly appointed American Ambassador to Great Britain, sailed from Brest on the afternoon of the 13th and arrived at Plymouth, England, the next day. Admiral Sims and Mr. Davis left the ship. The ship was coaled and sailed to join the Sixth and Ninth Divisions enroute from Brest for the United States.

SAIL FROM BREST FOR HOME

The Sixth and Ninth Divisions (less the *Pennsylvania*, that rejoined shortly after sailing, and the *Wyoming*) sailed on December 14th for the United States. The *Utah* dropped out on 17th and rejoined the next day. The *Wyoming* rejoined on the 21st. Land was sighted about noon of Christmas Day. The vessels came to anchor off Ambrose Lightship early on the 26th and later proceeded into the harbor.

HOME

The return of the overseas battleships was signaled by a notable naval review on the morning of the 26th, for which all available vessels of the fleet in home waters were assembled. The returning ships were accorded a great demonstration as they steamed into New York harbor. The Secretary of the Navy on board the *Mayflower* and the Assistant Secretary of the Navy on the *Astec* reviewed the homecoming of the battleships. On board these vessels were also the Secretary of War and other Cabinet members, Senators and Members of Congress, representatives of the Diplomatic Corps, Navy, Marine Corps and Army officers, and distinguished civilians who had rendered conspicuous service during the war. The naval review was followed by a land parade of all the returning Officers, Bluejackets and Marines.

MARINE CADETS

BY SECOND LIEUTENANT ROLAND E. SIMPSON, U.S.M.C.

THE Marine Corps has always found it inadvisable to have an Academy of its own, for training officers. This was due, before the war, primarily to the small size of the Corps and the great overhead involved in establishing such a school. Since 1916, owing to special conditions, much excellent material has been available from the ranks and civilian life, so that although the Corps has more than doubled in permanent strength, special provisions for obtaining officers have been unnecessary. Indications at present, however, seem to point out the need for some permanent method of securing officers, which will not be based on a miscellaneous gathering together of men of various ages and all varieties of education for commissioning as second lieutenants, but which will ensure uniform education, training, and imparting of morale, and give regular increments of second lieutenants at practically uniform age, at the same time not closing the door to a commission upon the enlisted man.

Present sources of officer material are, practically, three in number: (1) graduates of the Naval Academy (2) Worthy non-commissioned officers (3) Graduates of accredited military colleges. From 1883 to the Spanish American War, most officers commissioned came from the Naval Academy; from 1888 to 1916 practically all were from the third category or civilian life, and since 1916 officers have been obtained from all three sources. It may not be doubted that valuable training was given the present senior Marine officers in the Naval Academy and at sea, for the Corps (during the entire period of the war), the Second Division, Fifth and Sixth Regiments during part of the war were commanded by Academy graduates.

The training of these older Academy graduates was not military, but naval, however; and embraced not only a four year course on land looking toward Naval service, but also two years at sea as Passed Midshipmen, which training corresponds to present-day commissioned schools for basic ends. In this case purely Marine Corps training would perhaps have been a benefit, looking toward employment of Marines ashore.

To the lack of sea training preceding a commission of those officers entering the service between 1898 and 1916 may be attributed a certain amount of the hostility existing between the Marines and the Navy at that time. Thus it is that since we are subordinate to the Navy Department a combination of sea and land training will be broadening and altruistic in its ends, and at the same time make sure of technical accuracy for the employment of armed force ashore.

At present, first choice for commissions is given Naval Academy graduates, the reasons being that they are regular in their course. Subnormal apprehensions being carefully weeded out, they are thoroughly educated, and at United States Government expense and supervision. If even only a few of them can approach in the future the records of the present "Elder Statesmen" similarly Academy graduates, it will be a cogent reason for a larger proportion of officers obtained from Annapolis.

Changes leading to a more practical course for prospective Marine officers should be made, and with the idea of such a course at the Naval Academy, the following suggestions are made.

Inasmuch as the first two years of instruction at the Naval Academy follow closely the routine of most technical colleges, without undue specialization, no change is recommended for these years. A division of each class may then be made at the end of the second year, those midshipmen desiring to continue Naval service continuing as midshipmen, and those desirous of entering the Marine Corps being designated as cadets, U.S. Marine Corps. These latter would continue their status as to rank, pay, etc., being analogous to cadets at the Military Academy, but would be transferred to the Marine Corps, wear a Marine uniform (which would probably correspond to that of a warrant officer), and would be under the command of a Marine officer to be detailed as Head of the Department of Marine Corps Instruction. This latter would act in an administrative capacity similar with the Head of the Department of Navigation, Department of Electrical Engineering and Physics, or other department.

Officers of the Marine Corps would conduct the special courses for the remaining two years, in which the training could be made quite thorough in such branches as Tactics, Topography, Engineering, Equitation, Field Artillery, Machine Guns, etc., continuing to

a certain extent the previous two years' work in Spanish or French, Naval Courts and Boards, and subjects applicable to both Naval and Military training.

Hours and daily schedules would follow closely the Academy routine; recitations would be made in the same buildings, and the cadets quartered in Bancroft Hall, preferably in one group. Daily drills in many things would be made together with the midshipmen—as for athletic training and ordnance—while others would be separate, as drills with field artillery and equitation. At the end of the four years' course a diploma would be awarded, similar to that of the midshipmen, but with a separate roster of Marine cadets, with separate class standing.

The time devoted to summer cruises would instead be given to camping, hikes, and field work—this could be located on Quantico as a base, which is only two hours' ride from Annapolis and with ideal location and conveniences for this work. The preliminary training of three months at Quantico would fit the cadet into his sphere as a Marine and enable him to start the third year's work at Annapolis well acclimated.

In athletics, the cadets would work shoulder to shoulder with the midshipmen, availing themselves of the fine facilities available, and by the stimulation of friendly rivalry furnish a source of much interest to the general public and bringing to light much gratuitous publicity of the Corps upon the sporting pages of our periodicals. The excellent Marine football and baseball teams would, also, have no deterring influence upon athletic stars in selecting their branch of service, and with Academy material available the Corps would reap many practical benefits well known to those who are arranging for the annual contests at Baltimore and Pasadena.

The wide reputation of the Marine Corps makes it certain that there would be no dearth of applicants for cadetships, so that perhaps the most acceptable method of selecting these would be by lot from the applicants, the drawing to be made after the mid-year examinations of third class year. Any method involving class standing would be objectional for one or more reasons, though rank in infantry drills the first two years might be used as criterion. If duties expected after graduation could be as clearly cut as in the Army, where no difficulty is found in assigning engineers first, and infantry last, 66 assignments could be easily made, but it would seem that drawing lots is necessary from present circumstances.

The size of cadet classes should be determined upon the relative strengths of Navy and Marine Corps. With, for example, a Navy of 80,000 and Marine Corps 20,000, and a class of 280, seventy should be made cadets at the end of their third class year. Detail of officer instructors should be made in a proportion similar to that at present obtaining at the Naval Academy, including civilians. Professors of mathematics and foreign languages would be furnished by the Naval Academy.

It is a favorite plaint of commanding officers that suitable material for non-commissioned officers is not available. How much more carefully, then, must candidates for commissions be scanned! The method outlined will combine certain proportions of land and sea training, including one practice cruise afloat and two encampments of three months at Quantico. It will provide liberal four years education with direct Marine Corps indoctrination, with rigorous selection out, and high standards of success. It will avoid the expense and overhead of certain schools which are now taking illy spared commissioned officers away from duty for many months, and will provide uniform and certain sources of good officer material. These ends attained will notably increase, if possible, the efficiency of the Marine Corps.

ANNIVERSARIES

JUNE 1st: 1801, some time in June the President authorized the purchase of ground in Washington for the erection of the Marine Barracks; 1813, 1st Lieutenant James Broom killed on board the *Chesapeake* in action with the *Shannon*; 1857, riot of *Plug-Uglies* in the city of Washington; 1918, the Fourth Brigade enters front line near Belleau Wood.

June 2nd: 1780, Captain Gilbert Saltonstall commanding the Marines on board the *Trumbull* in her fight with the Liverpool privateer *Watt*, was wounded eleven times; 1836, Colonel Commandant Archibald Henderson leaves Washington to command Marines in the campaign against Indians in Florida.

June 3rd: 1785, Congress directs the *Alliance*, the last vessel of the Revolutionary Navy to be sold; 1918, Marines stop Germans at point nearest Paris (*Les Mares Ferme*) reached by the Germans in 1918.

June 5th: 1812, Secretary of Navy construes Act of May 16, 1812, as abolishing flogging in the Marine Corps.

June 6th: 1874, grade of Colonel Commandant substituted for Brigadier General Commandant; 1918, capture of Hill 142 by 1st Battalion, 5th Marines, in morning; 1918, first attack on Belleau Wood in afternoon, a foothold being obtained in the woods and Bouresches captured.

June 8th: 1880, Colonel William Remey, U.S.M.C., appointed first Judge Advocate General of the Navy and served as such until June 4, 1892; 1918, Brigadier General John A. Lejeune arrived in France.

June 9th: 1917, the *St. Louis*, carrying the 23rd and 51st Companies of the 5th Regiment, sailed from Philadelphia for France via Tompkinsville -(first combat troops to leave continental limits of United States for France).

June 10th: 1864, Jacob Zeilin appointed Colonel Commandant; 1871, Marines land in Corea and engage Coreans 10th and 11th; 1898, Huntington's battalion lands at Guantanamo Bay, Cuba, and were in contact with the Spanish continuously until August 5th, when they embarked on the *Resolute*; 1900, Seymour expedition starts for Peking; 1917, General Pershing and party, including

Lieutenant Colonels Robert H. Dunlap and Logan Feland, arrived at Liverpool, Eng.

June 12th: 1775, the *Unity* defeated the armed cutter *Margaretta*; 1782, Congress provided that a court of inquiry or court-martial for capital cases would consist of five Navy and Marine officers and for other cases three Navy and Marine officers; 1798, commercial intercourse suspended with France; 1801, contracts entered into for the erection of the Washington Marine Barracks.

June 13th: 1867, Marines land from *Hartford* on Formosa; 1917, Lieutenant Colonel Logan Feland arrived in France, he being the first Marine to arrive there.

June 14th: 1898, Battle of Cuzco, Cuba; 1917, Fifth Regiment sailed from Tompkinsville for France.

June 15th: 1775, Rhode Island State Navy vessels capture an armed tender of the British Frigate *Rose*.

June 17th: 1776, Connecticut State Brig *Defense* sailed from Plymouth, Mass., and later captured three British transports carrying over 300 soldiers.

June 18th: 1900, Major Waller's Marines land in China.

June 19th: 1864, *Kearsarge* captures the *Alabama*; 1888, Marines of *Essex* land in Korea; 1915, *Henderson* launched.

June 20th: 1898, Guam captured.

June 22nd: 1813, Marines land on Craney Island; 1898, Navy covers landing of Army in Cuba; 1917, *De Kalb*, carrying Marines, attacked by submarines.

June 23rd: 1812, *President* engages *Belvidere*.

June 24th: 1862, Expedition started up the Santee River.

June 25th: 1776, Large number of Marine officers promoted and commissioned; 1859, Marines present when Commodore Josiah Tattnall at the mouth of the Peiho River, China, exclaimed, "Blood is thicker than water!"

June 26th: 1917, Fifth Regiment arrives at St. Nazaire, France; 1918, Belleau Wood captured after continuous fighting from June 1st.

June 27th: 1777, *Hancock* and *Boston* captured *Fox*; 1917, 1st Battalion, Fifth Regiment, lands *under arms* at St. Nazaire, France.

June 28th: 1814, *Wasp* captures *Reindeer*; 1862, Farragut's fleet passed the batteries at Vicksburg; 1917, *Hancock*, carrying Marines, attacked by submarine.

June 29th: 1918, Marines land at Vladivostok, Siberia, from

Brooklyn, guard American Consulate, form part of international patrol, and establish guard on Russian Island.

June 30th: 1918, Sixth Battle Squadron, British Grand Fleet, engage submarines; 1918, French officially change name of Belleau Wood to *Bois de la Brigade de Marine*; 1920, Major General John A. Lejeune succeeded Brigadier General George Barnett as Major General Commandant.

July 1st: 1797, Congress empowers President to man and employ the Frigates *United States*, *Constitution* and *Constellation*.

July 3rd: 1898, Battle of Santiago de Cuba; 1900, skirmish with Chinese Boxers on Tartar City Wall; 1916, Battle of Guayacanes, D. R.

July 4th: 1776, Marines help celebrate first Fourth of July.

July 6th: 1776, *Sachem* captures an English letter-of-marque.

July 7th: 1798, all treaties with France abrogated; 1846, Marines land at Monterey.

July 9th: 1846, Marines land at Yerba Buena; 1915, Marines land from *Washington* at Cape Haitien, Haiti.

July 11th: 1798, An Act of Congress authorized the Marines to be organized as they are to-day, Major William Ward Burrows the first Commandant; 1814, Expedition landed from ships in Chesapeake Bay and marched from Newcastle to Elkton, Md.

July 12th: 1840, Marines land from *Vincennes* and *Peacock* on Fiji Islands; 1854, Marines land at Greytown, Nicaragua, from *Cyane*.

July 13th: 1854, Greytown, Nicaragua, bombarded by the *Cyane*; 1863, New York draft riots; 1868, Marines land to guard American Legation at Yokohama, Japan; 1900, Battle of Tientsin, China.

July 14th: 1853, Marines and Bluejackets under Commodore Perry landed at Uruga, Japan; 1862, "spirit ration" in the Navy abolished; 1871, Marines assist revenue officers in "Irishtown," Brooklyn; 1882, Marines land at Alexandria, Egypt.

July 15th: 1862, Confederate ram *Arkansas* blown up; 1921, Sam Browne belt adopted.

July 16th: 1776, Row galleys *Whiting* and *Crane* of Connecticut State Navy, each carrying Marine guard, directed to report to General Washington at New York; 1861, one officer and nine privates killed and two officers and seventeen enlisted men wounded in the Battle of Bull Run; 1869, Marines guard filibusters on Gardiner's Island; 1908, Atlantic fleet arrives at Honolulu.

July 17th: 1862, Marines left *Potomac* to assist in capturing three vessels loaded with cotton at Pascagoula, Miss.

July 18th: 1776, Pennsylvania Marines authorized to receive 50 s. per month; 1918, Fourth Brigade participates in the Aisne-Marne Offensive.

July 19th: 1776, Row galley *Shark* of Connecticut State Navy ordered to join the *Whiting* and *Crane* at New York and later all three galleys were lost; 1779, the Penobscot Expedition, including 300 Marines, sailed from Nantasket Road, arrived at Townsend or Booth Bay Harbor two days later, sailed on the 24th and were soon anchored at Penobscot Bay; 1918, Fourth Brigade participates in the Aisne-Marne Offensive.

July 21st: 1891, large detachment of Marines on the *Al-Ki* sailed for duty in Bering Sea to restrain seal poaching.

July 22nd: 1908, Atlantic Fleet sails from Honolulu; 1918, the *Arkansas* engaged German submarines.

July 23rd: 1823, Marines land from *Greyhound* near Cape Cruz, Cuba, and attack pirates.

July 24th: 1894, Marines land in Korea.

July 27th: 1776, the *Reprisal* fought the *Shark*; 1898, Captain Henry C. Haines and a small detachment of Marines preceded the landing of the Army in Porto Rico.

July 28th: 1915, Marines landed from *Washington* at Port au Prince, Haiti; 1918, the *Arkansas* engaged German submarines.

July 30th: 1889, Marines of *Adams* land at Honolulu; 1914, Fifth Regiment sails from Norfolk, Va., on *Hancock*, for Guantanamo Bay, Santo Domingo and Haiti.

July 31st: 1800, Marine Corps Headquarters moved from Philadelphia to Washington during the later part of July and pitched camp on a hill overlooking the Potomac River; 1918, the *Delaware* detached from Sixth Battle Squadron.

August 1st: 1801, *Enterprise* captures *Tripoli*; 1801, Sergeant Jonathan Meredith saves life of Lieutenant John Trippe of the *Vixen*.

August 3rd: 1776, six American galleys attacked the *Phœnix* and *Rose* in the Hudson River; 1804, *Tripoli* bombarded; 1919, Fourth Brigade arrived in United States.

August 4th: 1855, American and British Marines and Bluejackets destroy fleet of piratical junks off Khulan, China; 1900, Peking relief detachment leaves Tientsin.

August 5th: 1864, Farragut attacks Mobile Bay; 1900, Battle of Pietsang.

August 6th: 1900, Battle of Yangtsun, China.

August 7th: 1789, War Department established—Navy and Marines under its jurisdiction until April 30, 1798.

August 8th: 1777, Congress authorized additional pay for Marines on artillery duty; 1781, *Trumbull* engages British ship *Iris*; 1918, Sixth Battle Squadron engages submarines; 1918, Fourth Brigade enters Marbache Sector; 1919, Fifth Brigade arrived in United States.

August 9th: 1864, landing at Navy Cove; 1908, Atlantic Fleet arrived at Auckland, New Zealand; 1918, the Sixth Battle Squadron, British Grand Fleet, engaged submarines.

August 12th: 1898, Huntington's battalion on *Resolute* participate in last engagement of war at Manzanillo, Cuba.

August 13th: 1846, Marines assist in occupying Los Angeles; 1898, Marines on board naval vessels present at surrender of Manila.

August 14th: 1900, Peking relieved; 1912, Battalion of Marines land at Corinto, Nicaragua.

August 15th: 1779, Penobscot Expedition retires to the Settlements after the Marines had won commendation for their part in the operations; 1908, Atlantic Fleet sails from Auckland, New Zealand; 1914, Fifth Regiment arrived in Dominican waters.

August 18th: 1918, Fourth Brigade relieved from Marbache Sector.

August 19th: 1812, 1st Lieutenant William S. Bush killed on board the *Constitution* when the *Guerriere* was captured.

August 20th: 1908, Atlantic Fleet arrived at Sydney, Australia; 1917, 2nd Lieutenant Frederick Wahlstrom accidentally killed in France, he being the first American officer to die in France.

August 21st: 1908, Marines and Bluejackets parade at Sydney, Australia.

August 22nd: 1776, Resolution of Congress to arm Major Nicholas' Battalion of Marines in Philadelphia.

August 23rd: 1864, Fort Morgan captured; 1905, Marine detachment sailed from Cavite, P. I., to relieve 9th Infantry as Legation Guard at Peking, China.

August 24th: 1814, Battle of Bladensburg; 1908, Marines and Bluejackets parade at Sydney, Australia; 1912, Regiment of Marines sails on *Prairie* from Philadelphia for Nicaragua.

August 26th: 1776, Congress made provision for the pensioning of Marines.

August 27th: 1893, Cyclonic tidal wave at Port Royal, S. C.

August 28th: 1891, Marines land at Valparaiso, Chile; 1908, Atlantic Fleet sails from Sydney, Australia.

August 29th: 1861, capture of Hatteras Island; 1908, Atlantic Fleet arrives at Melbourne, Australia.

August 31st: 1908, Marines and Bluejackets parade at Melbourne, Australia.

SOME FORCED PLANE LANDINGS IN SANTO DOMINGO

BY SECOND LIEUTENANT HAYNE D. BOYDEN, U.S.M.C.

MY first cross-country flight in Santo Domingo was a good initiation into the country, its flying possibilities and limitations. I left the field at Consuelo with Lieutenant Rovegno, one of the pilots we were relieving, who was to show me several of the landing fields in the Eastern District and then to take mail to Santo Domingo City.

After looking over the fields in the east, we headed west to Monte Plata, the last of the fields of that section. Nearly every town garrisoned by a Marine Detachment had a landing field. When we reached Monte Plata and were ready to turn south to the Capitol, a big storm was coming inland from the sea and it looked pretty black behind us. We headed north over the mountains and after flying twenty-five minutes landed at a town named San Francisco de Macoris, which is in about the middle of the northern valley. We were given dinner by the Commanding Officer, and after refilling our gas tanks, took off and headed back to recross the mountains and make Santo Domingo City.

We had been under way about twenty minutes when the motor began to miss. Rovegno nosed her down and landed in a savanna. We had hardly landed when many natives came toward us from all directions out of the forests around the edge of the savanna. I remembered the story of Lieutenant MacFayden's sergeant-observer in Haiti, whom the Cacos killed and, it was reported, ate. I had a very vivid picture of being cooked in some cannibal's pot within an hour! You see this country looked pretty wild to me and this was my first cross-country hop down there. I was scared and admit it. Rovegno didn't like the prospects very much himself, so he gave her the gun, but to add to my suspense, she must have run a mile before taking off. The grass was tall, the ship heavy with the extra gas tanks all full, and the motor loggy. She finally got off, up to fifty feet; he banked her over to turn when she cut out cold. He tried to kick her back into the wind. She stalled and went in on her nose and wheels. I saw the ground coming up at me awfully

fast as she was going over on her back, so I pulled my head into the cockpit. As we stopped I unbuckled my belt and fell out onto my hands. Hardly had I regained my feet when I heard "Rove" hollering amongst the wreckage in the front cockpit, "Get out, get out quick, she's going to burn! She's going to burn!" I said, "Get out yourself, I'm already out watching you trying to get out." When he got out he looked over the wreck and swore.

There we were, over a hundred miles from our field, in the deep interior of Santo Domingo, natives coming up from all around, some armed with pearl-handled Smith and Wessons, all with fighting machetes. Some of those "*hombres*" must not have seen each other for years, though they lived on opposite sides of the savanna. They embraced each other, Dominican bear-hug fashion, and "*hablaed*" and "*habla-ed*." I thought things looked pretty bad for us. Rovegno had a service pistol and I had only a Very's pistol. I reckon it looked very formidable to them though, with its huge barrel.

But the natives turned out to be very friendly, which lifted the great weight from my mind of the possibility of being eaten by one of those wild birds. Finally, after much talking they gave us horses and directed us to San Francisco de Macoris, thirty miles away, which we reached at eleven-thirty that night, having ridden through the rain all the way but twelve miles. The last twelve we went by train which branched off of the main La Vega-Sanchez road at La Jina.

Next morning we set out on a hand-car for La Jina at four o'clock and then rode the horses back out. We spent two days going back and forth from Macoris to the plane, disassembling it, which was quite a job with only the aid of a pair of pliers, a monkey-wrench and a screw-driver. The third day we started the natives carrying the plane to La Jina, eighteen miles away. We started the motor off first on the backs of sixteen *hombres*. They rigged up a number of poles crossing each other, with the motor in the middle. It surely was a funny sight to look about the savanna and see that plane under way again. You could see a wing traveling along, the men who were carrying it through the deep foliage not being visible, then in another direction a flipper, a horizontal stabilizer, etc. Finally the fuselage brought up the rear, riding along on the backs of thirty men.

The going was difficult indeed. At one place we had to cross a river on a Dominican ferry. The banks were steep, muddy and slippery, and at the top were some trees through which the fuselage

had to be worked. Finally we came to a Dominican country store, the stock of which consisted mainly of rum. The Dominicans would go no further. They raised their price fifty cents for the day and said that they wanted bread and rum. All we had to buy the rum and pay the men with were chits (I.O.U.'s). With these we got them bread and rum. After this they went along with much more pep. It was good they did for it was now raining heavily and our road was nearly knee-deep in mud. This, with mosquitoes, darkness, and the pleasure and excitement of going back every few steps to recover a rubber boot that had decided to remain behind in the mud, made La Jina, the railroad junction, seem like a haven of rest when we reached it at ten-thirty p.m.

Our special train that we had arranged for to take us to Sanchez on the coast, was waiting for us. We loaded the plane on the two flat cars, fuselage and control surfaces on the first, motor and wings on the second. Rovegno and I, after bidding our forty-odd *spicks*, *adios*, and promising them their *dinero* (money) shortly, boarded our special train. We got in the engine cab with the engineer, who was some Casey Jones, for now and then he got as many as fifteen miles out of that special. I crawled into the front cockpit of the fuselage, pulling one of the aluminum side-pans over me to try to keep out the rain. Then, with much groaning, jerking and hissing, we got under way. The compass in the front seat read due east, the clock showed eleven. The rain pattered continuously on my aluminum roof. I was already wet to the skin, but managed to doze off a little. Suddenly I was awakened by an especially rough place in the track, and looked back to see how flat-car number two was faring, but imagine my surprise when by the light from the engine's fire-box I saw that number two had left us. I shouted to Rove to stop the train. Casey Jones *a la Dominican* brought her up with a jerk. I listened; yes, I could hear her coming down the tracks, clickety clack, clickety clack! I hollered to Rovegno, "Shoot her the kerosene; if that flat-car hits us, fini!" The engineer opened up and we got under way, went half a mile. The noise ceased, no flat-car in sight, so we backed up a quarter of a mile and found it sitting quietly on the tracks. We coupled up and after going about thirty miles more arrived at Sanchez, a seaport town on Samana Bay, and the terminal of the road, at five in the morning. That afternoon we loaded the wreck on the S.S. *Huron* and shoved off for San Pedro de Macoris. We arrived at the home field the next day.

Later the squadron was moved from Consuelo, near San Pedro de Macoris, to Santo Domingo City, a more central location. Both of these towns are seaports on the Caribbean.

The next time I had a forced landing was while flying a Jenny from Santo Domingo City, the capitol, to San Pedro de Macoris. When only ten minutes out she began to heat up badly. Along this route are several savannas, so I landed on one I knew to be good and looked the motor over for a water leak, having felt the spray on my face. It was only the overflow, so I took off, got about ten miles farther on when she went up to two hundred degrees F., and would give me only 1300 R.P.M., and I had been able to get only eleven hundred feet. I decided to land before something seized and she threw a connecting rod. I did so, and Lieutenant Hollett and I started walking back to Guerra, a little town ten miles away. It soon began to rain heavily and the water was standing several inches deep on the savanna.

We'd been going two and one-half hours when we overtook an old *hombre* trudging along in the rain. He had on a battered straw hat darkened with age, several cooking utensils under one arm and a picture of Christ under the other—the picture turned out to be the rain. It was one of those crude portraits done in a vivid green and white, such as is seen in many Dominican casas. I asked him in Dominican how many kilometres to Guerra. I shall never forget his reply or the mumbling monotone he used. Shaking his head, he said, "*Jo no se—Jo no se nada. Mi cabeza es muy malo.*"—I don't know—I don't know nothing. My head is very bad." We took him at his word and quickened our pace and reached Guerra an hour later, thence making our way to the field by hand-car and auto. A few days later, I flew another pilot out, got the ship which I had taxied up behind some bushes, and flew it home, uneventfully.

My next eventful flight came so near being my last that it is hard to see why it wasn't. This narrative is a conservative estimate of the thing and not an exaggerated view of it.

On July 12, 1921, I was slated for the trip to Santiago. My orders stated that I would carry a passenger, Commander Reeves, U. S. Navy. We left Santo Domingo City for Santiago well before eight o'clock. The trip over was very smooth, except for having to fly around some heavy cloud banks that lay over the Bonao Pass and against the mountains westward. This pass runs southeast and northwest and it is through it that the road to connect Santo Domingo City with Santiago, a hundred miles in the interior, was

being built. This pass extended from the savanna portion of the southern part of the island to the rich northern valley, known of old as the Vega Real or Cibao, in the middle of which lies Santiago. The mountains that bound this pass on the eastern side run up to three thousand feet, while on the west side they start at thirty-five hundred and four thousand and pile themselves up to a lofty range, the highest peak of which is Mount Tina, about twelve thousand feet high.

Since Commander Reeves was not to return that day, the regiment furnished me ballast in the shape of Corporal Goldsmith. I was flying my own ship DH 5881 of Naval Aircraft series. We took off from Santiago at 11:15 a.m. It had been raining but had cleared up and the sun was shining. Little rains were scattered about over the valley, but this was often the case and they were easy to dodge. The Bonao Pass begins just beyond La Vega, which is twenty miles from Santiago toward the Capital. When I came in over the pass, I had six thousand feet and was just above scattering patches of thunder-head clouds. The air was pretty thick, but I've been through when it looked lots worse. Twenty-five miles east down the mountain ranges was another pass, but there was a low hanging storm cloud there. I expected to go on over the Bonao Pass and get through to the south before the clouds got together in a big storm. But now already ahead, and to the east, my left, a general storm seemed to be coming up. The top ran clear to the zenith, twenty-five thousand feet, so impossible to climb over, and it looked very black and forbidding. It was coming up along and over the eastern peaks of the pass, and also stretched itself over the pass ahead, but I was too high to see under the layer to see if it was raining ahead, or beyond the cloud.

I was thus situated: flying in clear air, ahead and to the left this general black storm-cloud, below I could see the bottom of the pass and peaks here and there. To my right, westward, the white clouds were banked up thousands of feet until they covered the highest peaks there, making a virtual wall to the top of the sky-blue mountains. Behind and slightly below were scattered cloud banks, around and over which I had just come. There were now only two things left to do, go down through the hole in the clouds and look under and ahead to see if I could get through before the rain covered the whole face of the pass, or turn now at six thousand and return to Santiago. But being forty-five minutes out, I decided to spiral down through this clear air, and if I found it impassable ahead,

climb back to six thousand and then return to Santiago, having then tried every way to get through.

I spiraled down through this hole in the clouds over the middle of the pass to twenty-five hundred feet. When I started down the rain seemed just coming across the peaks on the eastern side, but at twenty-five hundred I could see nothing but torrential rain ahead, so thick that nothing was visible through it. I turned now to climb back and return to Santiago. The pass here was little over two miles wide. I had hardly turned when I was enveloped in cloud and a moment later hit heavy rain. I climbed, circling because the mountain peaks were three thousand feet on both sides of me. The hole in the clouds through which I had come down had blown over and intersected with the mountains. But this did not worry me for I'd left clear air only three thousand feet above, so I stuck her nose up and gave her full gun, expecting to be in clear air in two or three minutes.

The air was getting very rough now and the rain was heavy and the clouds so dense that truly I could barely see my wing tips. A gust of wind would hit me, toss me down, and with all I could put on the stick I couldn't pull her nose up. Then another would hit me, toss me up to a stalling position. I was truly caught in a tropical hurricane.

Several times I fell into spins when tossed up to a stall, spun a couple of turns, righted myself and continued to climb. I sensed my climbing angle by my air speed indicator in connection with my revolutions per minute and for my lateral balance I had to do the best I could. It surprised me that I could fly so long in the cloud, for I did not pass from one into another, but was steadily in the blinding white substance.

My compass was spinning on account of climbing in spirals, so I had no idea in what direction to fly straight to get out of the storm. Also I continually had the fear of hitting one of the high peaks to the west the way the storm was blowing. This kept up until I reached eight thousand feet. Surely I would be out soon! But it began to dawn on me that I was caught, probably on my last hop and I felt shut in and hopeless from the blinding white cloud. It was raining only a little now. Suddenly my stick came back to my stomach, my nose fell over to the right, as if the leverage from the stick to the elevators wouldn't hold her up, and she fell into a right spin.

For a thousand feet I spun, just sitting there not knowing of a thing I could do, knowing full well that I was spinning to the

mountains below, which were up in the clouds and that there would be no clear air before I hit. I had the helpless feeling a person must experience when he drowns, caught like a rat in a trap.

There would be no possible chance of living when she hit, for the picture flashed through my mind of several of my friends who had been killed in DH's falling only from the height of telephone wires. What chance had I of living then, after crashing from several thousand feet elevation into a mountain immersed in fog? After having fallen a thousand feet I happened to think of my horizontal stabilizer, and it was certainly the time for intensive thinking. I kicked my rudder, stopped the spin. Now she was in a nose dive. Then I rolled up the stabilizer, gave her the gun and she gradually came up into a level position, but before I could roll the stabilizer down she kept climbing until she stalled off into a right spin. I repeated this same performance and came out level again only to stall off into another spin. While rolling it up the third time, just before she came out, a mountain peak shoved itself up through the cloud. I was looking over the right side and as I saw it I grabbed the stick and lifted her over with the ailerons from the banked-over position of a ship in a tail spin, gunned her, and the lights went out. I felt no sudden stop, no crash or pain—just slipped into a sea of unconsciousness.

When I came to I was lying on the trunk and branches of a tree that the ship had knocked down. It was raining. I sensed this and turned to see where I was. When I realized I was still alive in this world, it was the biggest shock I got in the whole experience. That was the last thing I expected. I had evidently missed the first peak and hit the second full on. This I found out months later. The Corporal was sitting over me. I asked how he was and he said he felt all right, just a bit shaken up. "What time is it?" I asked. "Two o'clock," he replied. We were caught in the storm down in the pass at twelve, had climbed for fifteen minutes. Then I'd been unconscious over an hour and a half. He then told me that he had come to a few minutes before, hanging upside down in the rear cockpit. Had then dug himself out, for the cockpits were crushed upside down against the side of the mountain. Then he dug in for me, found me hanging by my right foot on the cross wires in the bottom of the cockpit forward, still strapped in, pulled me out, whether underneath or through the broken-in side of the cockpit, I don't know. I felt blank, as if I had come out from a deep blackness, a great void. The sinking feeling of having crashed a ship made me feel very bad too. I had wanted to get through down there

without doing that. It was half an hour before I could get up, so I told him to remove the compass, clock, and recover the mail bag, preparatory to shoving off. I moved my legs and arms and found them intact. The left side of my head hurt, so I felt my left ear and found blood, but not much.

I struggled to my feet and staggered over to look at the tail of the ship. I found one elevator off, but it looked as if a tree had knocked it off. Then I surveyed the wreckage. The wings and landing gear had been stripped off and must be lying a little way off, the motor was gone, all longerons sheared off, just forward of the gas tank. What was left of the fuselage was crushed up against the side of the mountain, upside down, amongst the trees it had knocked down, with the gas tank now protruding half way up out of it. Then, out of curiosity, I looked at the switches. They were both full on. But we had stopped so suddenly it was practically impossible to cut them. I had used my motor effectively now and then all the way down, and she certainly functioned beautifully, even after cooling down to forty degrees C.

After getting the clock, compass, mail bag and helmets we started down the side of the mountain. It was so steep here we had to hold on to bushes to keep from falling out of it. Fifty feet from the wreck, I saw something lying amongst the bushes, examined it and there was the motor, the front of the fuselage, radiator and what was left of the propeller! We shoved on. I did not know where we were. The altimeter in the wreck read 3500 feet, but there was only one thing to do and that was to go down. Soon we hit a tiny stream much swollen on account of the rain. It descended swiftly down the gorge. Now and then we had to climb around rock cliffs and the going was difficult down the steep bush-grown sides of the mountain. The bed of the stream was rough and we slipped in and fell often. It was raining heavily still and the clouds hung on the tree tops.

We went on this way until dark and then looked for a flat spot to lie down on. There were no overhanging rocks to lie under and we couldn't even find a flat place to lie down on. Finally a hundred feet up the side of the mountain was a little four-foot square level place on the uphill side of a big tree. But the tree furnished no shelter for it hung down hill. We lay down in this, close to each other in order to keep warm. The flat place was sunken in the middle and soon filled with water, one or two inches deep. We lay in that with nothing over us, and shivered with the

cold all night long. I had visions of tenting, ponchos, some kind of shelter, all night, but they were all just out of my reach. That night was an age long.

Daylight came at last at 5:30 a.m., and we struggled to our feet, only to fall right back down, for we were so cold, weak and exhausted. The skin on my hands was wrinkled and creased like that of a person who has been in the water a long time. The clouds still hung low and the rain had not ceased. We felt shut in, as if we would never get out, but we started walking, would go on ten minutes, then have to sit down and rest five. At nine o'clock I could carry the mail bag no longer, not even if they court-martialed me as soon as I got out. It was either not go an inch with it, or go without it. So I tossed it under a big log, and turned around and looked upstream so I would recognize the place when I went back. The Corporal, Goldsmith, had to abandon his hard helmet. We were both very weak.

At ten o'clock we were down off the mountain side and our rivulet ran into a creek. We followed this for an hour and came to a Dominican hut, the first one we had seen. This was the second day and the first time we had seen a human being. Here we got three fried eggs and inquired the way and distance to Bonao. They said six or seven hours, so we struggled on. I had figured from the direction the stream ran, that we were on the headwaters of the Yuna River. It ran by Bonao, across the middle of the pass. It turned out we were on the Maimon River, a tributary of the Yuna.

At three-thirty we came upon the uncompleted road that they were building through the pass to connect Santiago with Santo Domingo City. We followed this for over an hour, until we came to a civil engineer's shack, a Mr. Cook of the Public Works Department. I don't believe we could have walked another hundred feet, for we could hardly drag one foot after the other, and it was raining and very muddy along the new road. Mr. Cook's men took us in, undressed us, gave us some good food, put us to bed and telephoned Santo Domingo City that we had been found. He learned that day that one Santo Domingo pilot on account of storms had turned back to Port au Prince and that two others had gone out to look for me. One was forced down on a savanna by the mountains, and the other had to land at San Francisco de Macoris on account of storms.

This was July 13th, Wednesday. Mr. Cook's shack was at a little Dominican village named Senador, eight miles east of Bonao

toward Santo Domingo City. On Friday, although very dizzy, I rode horseback with a doctor who had come out to see me, for fifteen miles, then went in a Ford to La Vega and lastly a truck to Santiago to the field hospital. After a week I went with another pilot, Lieutenant Lewis, and tried to make the Capital, but could not get over a storm over the mountains at twelve thousand feet, so we returned to Santiago. The next day facial paralysis set in and I had to remain in the hospital for three weeks. Then I was flown to Santo Domingo City, where they took an X-ray of my skull. They had no X-ray machine in Santiago. The plate showed a fracture of the skull at the base of the brain on the left side.

In the meantime my Corporal had gone back with a mounted detachment to look for the plane, but after spending ten days they could not locate it. The first hop I took, fifty days after my crash, I flew over into the mountains, located my mountain and saw the fuselage lying down amongst the trees, about a quarter of a mile down from the peak.

Nine months later I set out with a party of three and provisions for three days. I felt sure I would find the wreck. We went forty miles inland by Ford, got burros, and rode for a day to the country near the foot of the mountain, but on account of a fork in the Maimon River, just there, the Rio de La Plata, and lack of more food, we had to give this search up. So I am looking forward some day to going again up into those Maimon mountains, following the little stream up to the wreck and ascertaining whether something gave away between the stick and the elevators, or whether I did a flat stall.

During the twenty-seven months I was there, aside from this crash, I had two forced landings in JN's, and two in DH's, but got away each time without breaking anything, the ship always being flown home. But flying in Santo Domingo is not all forced landings. In fact we had very few indeed for the time put in. Flying there is always of interest, cross-country trips to all towns of the republic. The country is very pretty to fly over, the scenery, with mountain ranges here and there, rugged, tropical and verdant. The air itself is exceptionally clear, although often it is filled with masses of white clouds and storms. On flying to Santiago, one often finds the northern valley poured full of white clouds, the bounding blue peaks of the mountains sticking up on either side, with clear blue sky and bright sunshine above, a wonderful sight.

PROMOTION BY SELECTION

(Comments on Article in Last Issue)

BY A BRIGADIER GENERAL

1. Taking everything into consideration, it is my opinion that the best interests of the service will result from having promotions based on seniority, qualified by the fairest possible method of elimination of the unfit, and by a system whereby officers (except as hereinafter noted) who are not promoted to the various grades before reaching specified ages for each grade are forcibly retired upon coming due for promotion to the grade concerned.

2. The following method of determining unfitness is believed to be fair to both the service as a whole, in that it requires that before promotion every officer must demonstrate to two boards his fitness for promotion, and to the individual officer, in that he will not be declared unfit for promotion until after a full and complete investigation by a board of high ranking officers, before which he will appear with all the privileges and rights of a defendant before a court of inquiry.

3. Method Proposed:

(a) Sometime prior to January 1st of each year the Major General Commandant will cause to be determined, from an examination of the list of commissioned officers and of such other sources of information as may be available and applicable, the probable maximum number of vacancies that will be created in each commissioned grade of the Marine Corps during the fiscal year commencing on July 1st of the same year.

(b) Taking the above numbers as guides, adding thereto say twenty-five to thirty-three and one-third per cent. for possible failures, and giving due consideration to the number of officers in each grade that may be or will be retired on account of age preventing promotion to next higher grade, prepare lists of officers in each grade who may be promoted to next higher grade during the fiscal year commencing July 1st of the same year.

(c) A board or boards on selection (elimination) composed of high ranking officers (say of five general officers and colonels with a major as recorder) endowed with the powers of a Court of In-

quiry, to be convened each year at Washington, D. C., not later than the 10th day of January, such board to have presented to it for its consideration the complete military and medical records, since original entry into the service, of all officers who may become due for promotion to the next higher grade during the next succeeding fiscal year.

(d) The board to start at the top of the list in each grade and determine in succession, whether or not the officer concerned, from his record, his reputation in the service or from any other available data, is of the character, habits and personality, and has the physical and mental conditions, to make his promotion to the next higher grade for the best interests of the service.

(e) If the board finds the officer has the above qualifications to the necessary degree, his name shall be included on the list, in order of seniority, certified to by the board as fitted for promotion, subject to professional, physical and mental examinations required by law.

(f) If the board finds that there are doubts as to the fitness of the officer for promotion, it shall immediately report such doubt, with a full report as to the reasons therefor, to the Major General Commandant; the board shall send out such interrogatories as it deems necessary; the officer in question shall be notified and permitted to send out such interrogatories as he may desire, the answers to all interrogatories to be given under oath.

Upon the completion of above interrogatories the board shall again consider the question of the fitness of the officer concerned, and if their opinion is still unfavorable, the officer shall be ordered to appear in person before the board as a defendant, the board to then proceed as laid down for a Court of Inquiry; interrogatories shall be accepted as evidence before the board, but where necessary such witnesses as the Department may deem reasonable and necessary may be called before the board to give testimony. At the conclusion of the hearings, the board shall render its decision; if favorable to the officer concerned, his name shall be included among those certified as fit for promotion, subject to professional, mental and physical examinations required by law, but if unfavorable, the board shall recommend one of these actions:

(1) That his promotion be suspended during the coming fiscal year, his fitness to be determined by the board ordered to meet in January of the year next following; an officer who is found unfit

for promotion by two boards shall at once be discharged or retired as recommended by the second board.

(2) That he be placed on the retired list with rate of pay provided by law for officers retired on account of age for grade.

(3) That he be ordered before a medical retiring board—this to apply only in those cases where the unfitness is physical or mental and incident to the service.

(4) That he be wholly retired with one year's pay, as is provided in the case of officers who fail in their professional examination for promotion.

(g) Upon the completion of its investigations, and in any event not later than the June 30th following the first meeting of the board, the board shall submit to the President lists showing its findings on each officer referred to it for its consideration.

(h) In case an officer has been reported fit for promotion by one board, but who owing to lack of vacancies has not been promoted, he shall be considered as fitted for promotion, unless unfavorable reports concerning the officer have been received in the meantime, in which case all papers shall be referred to the second board for its consideration.

4. As vacancies are to occur, officers certified as fitted for promotion shall, in order of seniority, appear before the regular examining boards for examination to determine their mental, physical, moral and professional qualifications, actions on these examinations to be in accordance with existing law.

5. It is believed there is no question but what the best interests of the service require that the various grades be not filled by officers who are too old to perform properly the duties of those grades, and that to prevent such conditions arising, it will be necessary to retire forcibly officers in lower grades. No recommendations are made in regard to the actual ages beyond which an officer should not be promoted to the next higher grade as this has been fully covered in the published reports on the personnel question published some years ago. It is contemplated that retirements on account of age for grade be made, not when the officer reaches the actual age beyond which he cannot be promoted to the next higher grade, but when he becomes due for promotion to that grade.

6. In order to be fair towards those who have received permanent commissions as the result of War Service, it is suggested that in each

individual case of such an officer coming up for promotion, and where on account of being beyond the age limit for such promotion, his forcible retirement would follow, he be given a fictitious age to be arrived at as follows: If a Lieutenant or a Captain, that he be given the average age of the ten officers next below him on the list of commissioned officers whose commissions were received in the normal way, and if a field officer, that he be given the average age of the next five below him who entered the service in the normal way. If the average age so determined is greater than the age at which an officer can be promoted, then he would retire when he reaches the top of the list as would be the case with fifty per cent. of the officers on whose ages his fictitious age was based—on the other hand, if the average age so arrived at was less than the age at which promotion could be made, he would be promoted, subject to findings of board on selection and of examining board, irrespective of the fact that his actual age would prevent his promotion.

7. The length of service for computation of retired pay of officers retired on account of age in grade or of unfitness for promotion to next higher grade should include all honorable service in any branch of the service, enlisted, warrant or commissioned, including service at the Naval or Military Academies. Two and one-half per cent. for each year of service seems to be the accepted rate.

8. If the present method of selecting general officers is retained, there should be:

- (a) An age in grade retirement feature for Colonels, or
- (b) A board of general officers should be appointed to meet in January of each year to examine the records of all Colonels, to act generally as laid down in paragraph 3, c, d and f of this memorandum, except that it would report only those officers of the grade of colonel who should not remain on the active list, *i.e.*, who should be retired, or preferably,
- (c) A combination of (a) and (b).

9. In the event that a board makes the selection of Colonels for promotion to grade of Brigadier General, there should be an age in grade feature added to that grade so that upon reaching the age in question the Colonel concerned would be retired automatically.

10. It is believed that in the case of the board or boards appointed under the provisions of paragraph 3, c, this memorandum, there should be a provision that **at least** four members of the board shall be

officers who are stationed outside of Washington, D. C., and in the case of the board appointed under paragraph 8, this memorandum, that at least three (3) of the members shall be officers who are stationed outside of Washington, D. C.

11. It is further suggested that the present Report on Fitness be materially changed—a memorandum covering this has already been submitted to the Major General Commandant.

12. It is further suggested that all examinations for promotion be conducted by or through a central board:

(a) This board to prepare a set of questions for examination for promotion to each grade.

(b) That these questions be sent out not later than March 15th of each year to all those included in the lists provided for in paragraph 5, b, of this memorandum.

(c) That all examinations be written and that local boards to supervise the written examinations be appointed at or near the place where the candidate is stationed, these boards to seal and forward the written examination to the central board for marking.

(d) That the physical examinations be held where or near where the officer is stationed, and the reports forwarded to the central board.

(e) That all these examinations (at least in the same grade) shall take place on the same dates, and generally in time to have the reports reach the central board by June 15th.

(f) That it be made the policy of Headquarters to order officers to a service school in time for them to complete the course of instruction prior to the date set for examinations provided for in (b) and (c) of this paragraph, and that all officers who are included in the lists provided for in paragraph 3, b, this memorandum, be required to take the written examination provided for in (a), this paragraph, irrespective of whether or not they have received certificates of proficiency from such schools.

(g) As the boards provided for in paragraph 5, c, and paragraph 8, this memorandum, will pass upon the moral qualifications of the officer concerned, this feature can be eliminated from the scope of the examining board.

13. It is further suggested that efforts be made to have a law enacted whereby 2nd lieutenants are promoted to grade of 1st lieutenant after three years of service, and that the examination now held at the end of two years be combined with the examination for pro-

motion, the standing for promotion of the members of each class to be determined by this examination, which will be conducted in accordance with the provisions of paragraph 12, this memorandum.

14. It would seem only fair to officers of the Marine Corps that 1st lieutenants be promoted to grade of captain after five years' service in grade of 1st lieutenant, as is the case with officers of this line of the Navy.

BY A COLONEL

1. The article with its variations appears to me to be too involved and has too large a loophole for political and personal favoritism. These defects appear in both the Army and Navy systems.

2. I have always believed that the best interests of the government required "age in grade" and the ages submitted are certainly just; if there is any error it is in over limit. First Lieutenants should not be over thirty-five years of age. Age in grade with the usual percentage of casualties should provide a fair flow of promotion in the higher grades. Promotion from Second to First Lieutenant should be based on length of service. The law providing for a combined number of the two grades, instead of so many in each grade.

3. After the above, additional provision should be made for the best interests of the government and the Marine Corps. An officer who, though he may become over-age for his grade, if of unusual ability should not be retired for age alone. Some form of selection should be made for such cases, and they will be so rare that I doubt if their selection will have a material effect upon the Corps in general. When the Major General Commandant has reason to believe that a case of the nature mentioned will probably arrive in two or three years, he can make provisions for testing out the officer concerned by:

(a) His entire service record.

(b) His standing in the various schools, Army and Marine Corps, if he has not attended, then send him to as many as time permits and in order to be available for Selection, require him to be an honor graduate.

(c) Special attention should be given to his ability as a troop leader; this can only be determined by sending him to a large command where he can be reported on by a general officer.

4. The above plan, it is believed, is fair to all, especially the government. It is easily understood, reduces political and official

influence to a minimum, and requires the officer to qualify without undue external pull or assistance.

BY ANOTHER COLONEL

I am opposed to any form of promotion by selection. It is my opinion that the best interests of the service would be advanced by determining the number of vacancies required each year in each grade, in order to insure the desired flow of promotion. If these vacancies be not brought about by natural causes, such as retirements, resignations, deaths, etc., that the necessary number of vacancies be created by the selection out of the least desirable officers in the grade or grades concerned.

BY A LIEUTENANT COLONEL

1. In response to the invitation contained under the caption *Promotion by Selection* appearing in the March, 1922, issue of the MARINE CORPS GAZETTE, the writer submits the following comment, not upon the drafts of the various proposed acts but on the subject of promotions by selection generally. This commentator has read the drafts of the proposed act published in this issue of the MARINE CORPS GAZETTE, but he refrains from a discussion of any of the provisions of these drafts for the reason that he does not approve of any form of selection for our Corps, because he feels that full justice will be done, particularly in the upper grades, by the enactment into law of any of these, or other, drafts. In what follows the writer has no intention of casting reflection upon the authors of these drafts, nor upon the integrity of any officers who may compose a board of selection under their provisions. He merely contends that the members of such boards being human will follow certain definite lines of thought, which will be reflected in their procedures and will result, in his opinion, in irreparable injury to the individual officer, as well as to the Corps.

2. The writer desires to emphasize that he sees no necessity for any form of selection as applied to the Marine Corps. The junior officers of the Corps have already been "selected" by the action of the so-called Neville Board (under the provisions of the act of June 4, 1920) and their various qualifications determined, and they have been placed on the promotional list according to the recommendations of that Board. The small number of senior officers in the Marine Corps would seem to make selection extremely difficult, if not impos-

sible, to administer with fairness and justice and without great loss to the efficiency, contentment and welfare of our Corps. To be "passed over" by a board of selection in the consideration of cases of those qualified for promotion in the higher ranks, where as usual but one is to be selected therefrom, would result in a severer punishment through loss of promotion than is usually awarded by a General Court-martial following a conviction. Such a condition would be ruinous to the welfare of the Marine Corps. The officers now constituting the higher ranks of the Marine Corps entered the Corps at a time when promotion by seniority was a fixed principle and when they selected the Corps as their life's work they had every reason to believe that, provided they maintained a proper professional and moral record, they might justly look forward to certain, if slow, promotion. It would seem, in the absence of agreement, that to change the system of promotion as applying to these officers would work a great injustice to them and be provocative of unrest and discontent.

3. Before entering further upon discussion of promotion by selection, the writer wishes to invite attention to its influence upon our present system of administering the affairs of the staff departments by, to a great extent, officers detailed from the line. If promotion is to be by a selective process, line officers will be justly loath to accept staff details. They well know the dangers of injury to their records by error committed through ignorance or unfamiliarity with staff duties; the loss of touch as a line officer with progress of line duties for a period of four years; and, the loss of personal touch as a line officer with their senior officers of the line. If selection should be seriously considered as a method of promotion, some provisions would of necessity be required to protect line officers who accept staff details.

4. The writer is opposed in principle to any form of selection in the Marine Corps for the following reasons:

(a) Such a method of promotion creates unrest, uncertainty and discontent in the officer personnel.

(b) Fosters the feeling of "every man for himself only and the devil take the hindmost" and produces distrust and unfriendliness amongst officers.

(c) Such a method of promotion involves the possible blight of

an officer's career through an error of judgment by a board which, being human, is not infallible.

(d) It forces a board of officers to select a few amongst many who are possibly equally qualified for promotion and requires them to consider, in selecting, questions which are really immaterial to the real value of an officer to the Corps.

(e) It inclines a board toward favoring officers personally known to them through service and lessens the opportunities of selection of an officer equally as efficient, who is unknown to them except through hearsay and report.

(f) Finally, such a method favors unreasonably those officers who have been afforded an opportunity for exceptional service and lessens the chances for promotion of those who, through circumstances, have been required to play a less conspicuous, though equally valuable part.

5. The system of promotion by selection as used in the Navy has certainly proved of doubtful value, if one may judge by the comment of Naval officers. It has worked unnecessary hardship in many cases, and to the commentator's knowledge, has created unrest and insecurity and often blighted the career of an officer. Many officers in discussing friends "passed over" have indicated that the sufferer, unless guilty of some definite dereliction, has lost efficiency and always felt unjustly dealt with. It appears that it may have something to do with the loss of whole-hearted trust and friendliness amongst officers of the Navy. It has certainly produced a reserve on the part of officers in contact with each other that has done much to destroy esprit de corps. There can be no question as to the feelings of an officer, however right he may be, who is so unfortunate as to incur the displeasure of a senior when he knows that eventually this officer, *unchallenged*, may decide the question of his promotion. There can be no question that the spectre of selection hovers dark and grimly over the Navy and that it destroys to some extent freedom of speech, free exchange of ideas, and initiative.

6. As far as the board is concerned in its selections, I see no method by which the elements of personal contact and personal knowledge as influencing choice can be eliminated, nor the definite exclusion from its deliberations of immaterial questions upon selection. "Selection" means "choosing out." Such a choosing should be based on standardized tests that all comparisons be just and equal

and such a condition cannot exist in a board composed of human beings. To make "Selection" a success, and a just operation to all, it would have to be performed by an automaton obeying definite, recognized tests governing its movements. Its reactions would have to be mechanical. The "personal element" is the danger of selection.

7. A board, of course, is human in its judgments, and will naturally favor in selection that officer who possesses the most conspicuous record. This conspicuous record may be based solely upon opportunity. The officer in question may have undoubtedly made good when the opportunity offered, but be no better an officer than one who was not given an equally prominent part. While giving all honor and all credit where it is due to those of conspicuous record, the question paramount is the value to the Marine Corps of an officer when his record under *all* conditions is considered. The Corps, as recently pointed out by our Major General Commandant, has as important a sphere in time of peace as in time of war. An officer's record should be considered as a whole and not merely based upon a brilliant service which was offered him by opportunity. It does not seem conducive to efficiency and esprit de corps that through the inauguration of selection the military careers of those less fortunate in opportunity should be forever overshadowed by those upon whom opportunity smiled. *Will this not inevitably result?* The question is the value of an officer to the Corps under all conditions, and it appears to the writer that it will be difficult under any system of selection to do full justice to those officers who served for many years meritoriously, if not conspicuously, upon details involving tireless effort and great responsibility. Such officers during the recent war had a heart-breaking duty to perform that called for greatest self-restraint and which tried to the utmost their esprit de corps. It is all very well to say "They also serve who stand and wait," but standing steadfast to one's duty and waiting for the call to the limelight that never came was an onerous, unrecognized, unappreciated assignment. To form the background for the achievements of the more fortunate is a sorry, trying position, but was the part that the majority of older officers of the Corps were forced to play *Where will they stand when the test of a board of selection is applied to them in comparison with the more conspicuous actors?*

8. When opportunity is considered as a basis for judging the merit of an officer, the esprit de corps of the Marine Corps is leaning

upon a frail reed. Opportunity rests upon the vagaries of circumstances or the unconscious favoritism of an officer in command. The officer who is given the opportunity to make good under trying conditions may have been by chance upon the ground, geographically lucky, or by being asked for by a senior officer with whom he has previously served. While not desecrating the merits of the officer, who through opportunity has made a conspicuous record and to whom all honor is due and has been given for the services he has rendered, the undersigned contends that many officers equally as efficient, to whom opportunity issued no summons, should not be left in uneasiness, uncertainty and suspense because of circumstances over which they had no control. This latter class of officer is in the majority in the Marine Corps through no fault of their own and while many of them enjoy spotless records covering years of faithful service under varying, if not conspicuous, conditions, they will be bound to feel that their future in the Corps is seriously jeopardized by any system of selection. There is a feeling, at present, throughout the Corps of uncertainty and uneasiness on the part of officers who were so unfortunate as to be denied the privilege of service with the Marine Corps in France. It is bad enough that they should feel themselves "outsiders." It appears that there is now sufficient unrest because of the attitude of Congress towards the military services and the equal uncertainty of the pay situation as affecting the possibilities of decent living and an encouraging future. There is certainly evidenced in the Service a feeling of insecurity and instability that has been caused through the constant changes in laws governing all matters pertaining to the Army, Navy and Marine Corps. Under these circumstances it would seem injudicious and ill-timed to add to the burdens now borne by an officer the uncertainty that will be an immediate result of the institution of "selection" in the Marine Corps.

9. Selection out of the service in the early years of an officer's service would be the best method if any change is needed. If his service is that of a drone or an undesirable he should not be retained. He is young enough to start his life outside and his military training will be more of a help than a detriment. No one should be allowed to reach the rank of major unless he has "made the grade" and there is ample time to estimate an officer's value in the first ten years of service. After ten years of continuous service, all officers are, or should be, equally desirable and should be treated equally unless

positively proven otherwise by dereliction evidenced upon their record or by failing health. How can a board of selection in dealing with senior officers in the Corps determine that an officer of field rank is fitted to retain that rank but not fitted for promotion to a higher rank where the duties are, in practice, almost identical? Such a proceeding is preposterous and illogical. The officer is either fitted for promotion, if he pass his examination, or he should be forcibly retired.

10. The writer has always been an advocate of rigid mental, moral and physical examinations prior to promotion, and he still believes in the efficacy of this system if properly carried into effect. The faults of the system of promotion by seniority and the promotional examinations do not rest upon the system *per se*, but upon lax and uncertain methods of its administration. There should be a more complete and intimate fitness report made upon officers, and an officer reporting should be held accountable for laxity in this duty. Glaring irregularities in the markings of two successive Commanding Officers upon a junior should be made the subject of investigation and report. Promotional examinations should be definitely outlined, standardized and conducted with the greatest rigidity. The advantage of a promotional board over a board of selection lies in the right and justice of a *challenge* by the candidate. The report of fitness when properly used as a basis of estimate of an officer's value is the best evidence obtainable of the officer's merits. As said before, the fault lies not with the system, but with the uncertainty and irregularity of the methods employed on the part of those in whose hands is intrusted its successful administration.

BY A MAJOR

1. I am against any form of promotion by selection, but am in favor of some system that will eliminate unfit officers from the Corps.
2. The benefit accruing to the Corps through any system of selection that passes good officers over the heads of other good officers will be more than counterbalanced by the evils resulting from discontent, favoritism and self-seeking.

BY ANOTHER MAJOR

The advocates of a system of promotion by selection set forth, among other things, that the advantages of such a system are:

- (a) That it will provide a flow of promotions.

- (b) That it will provide a means of rewarding an officer who has shown marked ability.
- (c) That officers will reach the higher grades at an earlier age, and that they will, therefore, serve longer in these grades.
- (d) That it provides a means of disposing of the unfit.

Since these theories have been advanced as axiomatic and without argument to support them, they have been accepted with reservations. However, very naturally, this question has been an interesting subject of discussion among officers for several years, and opinions are many and varied, but there is one point on which, I believe, ninety per cent. of the officers of the Marine Corps are agreed, and that is: That they mistrust and dread any system of selection in the formulation of which they have no voice; nor has the recent experiment along that line, though undoubtedly necessary, made many converts.

There is also a growing feeling among many that those officers who did not serve overseas might be discriminated against, and that those who did have that privilege, particularly those who were awarded decorations, might be given the preference not only in selection, but also in desirable stations and duty.

Again, there can be no doubt that under such a system many seniors would be unable to resist the temptation to handicap, with an unfair though carefully prepared fitness report, a junior who was a possible rival, or who had incurred their enmity through circumstances entirely outside of official relations. Moreover, officers would be constantly measuring their chances of selection with possible rivals. The fine friendships, mutual confidence and good fellowship which, has been the chief charm of the Marine Corps, and which have made it different from the other services, would disappear. The Corps would be filled with disappointed, discouraged, and—what is worse—disgruntled officers who could not give of their best, and that spirit which has *made* the Marine Corps would wither and die. We are breaking away from foreign military policy and training and installing a system more in harmony with the ideas and ideals of the American people, and I firmly believe that promotion by selection has no place in that system.

The present system of selection to the grade of general officer is undoubtedly necessary, but even with this limited number, the evils of the system are apparent.

The selection out of those who have demonstrated that they are

unfit would manifestly be of benefit, but to apply the term *promotion* to this form of selection would be a misnomer.

There will always be a sufficient number of capable men in each grade below that of general officer to permit of the assignment of officers to duty according to their talents and capabilities; indeed, several military writers of note consider this one of the most important functions of command.

The official and private lives of individuals in the service are too clearly interwoven to permit of an unbiased fitness report, even though some inspired genius were to evolve the miracle of a theoretically perfect system.

BY A CAPTAIN

I am opposed to promotion by selection, and am of the opinion that the present method of promotion by seniority would best serve the interest of the service, and the necessary vacancies be created by the retirement of the least desirable officers in each grade.

BY A FIRST LIEUTENANT

1. Promotion by selection is, theoretically, the best system of promotion. But it is attended by so many chances of error and of promotion through influence and political "pull" that in practice it is a failure, destructive of the morale of officers.

2. In order to obtain a steady flow of promotion there should be age in grade retirement: Colonel, 56 years; Lieutenant Colonel, 50 years; Major, 45 years, and Captain or lower grade, 40 years. This will also prevent retaining in the lower grades officers who are physically incapable of strenuous campaigning in the tropics.

3. In order to eliminate those officers unfit, other than physically or morally, to perform their duties, a board should be created to hear all cases of officers referred to it by the Major General Commandant upon recommendation of Commanding Officers. If the finding of this board is adverse, the officer may appeal to a court of inquiry, before which he will have the same rights as before a court-martial, with the privilege of having summoned at government expense any witnesses he desires. The finding of this court of inquiry approved by the President shall be final and the officer shall be retired with two and one-half per cent. of his pay, per year of service, if of over ten years' service, or with one year's pay if of less than ten years' service, if the finding is adverse.

BY A SECOND LIEUTENANT

1. I am of the opinion that this system of promotion would give too much leeway for political and personal favoritism, therefore, I am not in favor of promotion by selection in any form.

2. I have always believed in the "age and grade" system of promotion, as I believe that it is fair to both the officers and the Government.

THE CONSENSUS OF OPINION AT A LARGE STATION

A meeting of the officers of this station was held on April 3, 1922, to discuss the general subject of promotion by selection, and more particularly the three plans proposed in the March number of the MARINE CORPS GAZETTE. There were fifteen (15) officers present at this meeting. Of the plans discussed, numbers 1, 2 and 3 were those given in that order in the above number of the GAZETTE. The fourth plan discussed was the system now in effect. The fifth plan was one proposed, roughly, as follows:

Section 1. That a Board of Selection consisting of not less than three officers of the Marine Corps above the rank of Colonel, and a recorder, appointed by the Secretary of the Navy, shall be assembled annually as soon after June 30th as may be practicable.

Section 2. That such Board *may*, when the number of vacancies that occurred during the preceding fiscal year has been: in the grade of Colonel less than two; in the grade of Lieutenant Colonel less than three; in the grade of Major less than five; in the grade of Captain less than ten; select for retirement from the officers on the active list in each of these grades, a sufficient number of officers to bring the total number of vacancies up to the minimum number prescribed above for each grade; *i.e.*, Colonels, two; Lieutenant Colonels, three; Majors, five; Captains, ten.

Upon approval by the President of such list, the said officers shall be retired at a rate of pay equal to $2\frac{1}{2}$ per cent. of their active pay for each year of service; provided that the total annual retired pay of such officers shall not be less than 50 per cent. nor more than 75 per cent. of the active duty pay they were entitled to receive annually while on the active list.

Votes of first and second choice were taken on the five (5) above-mentioned plans, with the following results:

	<i>1st Choice</i>	<i>2nd Choice</i>	<i>Against</i>
Plan No. 1.....	None	None	15
Plan No. 2.....	None	2	15
Plan No. 3.....	None	None	15
Plan No. 4.....	11	2	4
Plan No. 5.....	4	11	11

All officers present were of the opinion that of the three plans proposed in the MARINE CORPS GAZETTE for March, 1922, the second was by far the best.

MARGINAL SEA AND OTHER WATERS

BY MAJOR JESSE F. DYER, U.S.M.C.

THEORIES as to jurisdiction.—Among Roman jurists there were those who declared that "the use of the sea is as free to all men as the air." To the contrary, writers on the subject anterior to the rise of the Roman power, as well as writers of those cities and countries that were built upon the ruins of the Roman Empire, held that dominion over a part of the sea is acquired the same as dominion over land, namely by force. Moreover, this theory—that dominion over the sea may be exercised with the same right as dominion over the land—was applied by those countries and potentates who possessed sea power, and was not strongly contested by other sea powers. The only particular contest was as to the parts of the sea that were to be admitted as subject to the domination of a particular country or potentate.

Grotius wrote:

It would seem that dominion over a part of the sea is acquired in the same manner as other dominion; that is, as said above, because it appertains to a person or to a territory as appertaining to a person when he has a fleet, which is a sea army, in that part of the sea; as appertaining to territory in so far as those who sail in adjacent part of the sea can be commanded from the shore no less than if they were upon land. (*De Jure Belli ac Pacis. Lib. II., c. 3, 13.*)

Selden, in 1635, claiming that the British sea was wholly subject to the crown of Great Britain, based his argument upon the fact that a thing so natural was necessarily ordained by God.

It is interesting to note the difference between the line of argument of Grotius and Selden, since the same difference is to be found to-day between those who base their arguments upon facts and those who base their arguments upon what they assume to be the will of God. The Roman jurists expressed their idea by stating that the freedom of the sea was "by nature common to all." Those who can persuade themselves that they have acquired a right by merely stating that they have such right, naturally are under no mental compulsion to consider the actualities; but those who feel possessed of no right which they are unable to exercise at will, even as against opposition, must consult existing facts if they would deduce what rights they really possess.

Actual jurisdiction.—Rome actually possessed a considerable

jurisdiction over the sea that washed its territories and exercised a considerable control over the same for the protection of its commerce and the different parts of its dominion. It will be noted that in practice Rome did not follow out nor attempt to be bound by the theory of a free sea, as expressed by the Roman jurists in their writings.

During the middle ages the waters of the Mediterranean and the eastern Atlantic were the matter of conflicting claims, but various countries exercised jurisdiction to a greater or less extent, dependent principally upon sea power, over certain waters. For instance, the Venetians maintained substantial control of the waters of the Adriatic for a long period of years, requiring those who sailed its waters to have permission from the Republic, and, in turn, affording protection to those who sailed thereon with such permission.

To entertain a proper grasp of the subject under consideration, it is well to bear in mind that there are, in fact, no such things as natural rights. No person was ever born with any natural right whatsoever, as can be easily seen if one will consider how each and every right now existing was only obtained and is now maintained by force. Man, himself, has been the architect of each and every one of his rights and only exercises them to the extent that potential or actual force enables him so to do. The rights that we may think we ought to have and the rights that we are actually enabled to exercise are very far from coinciding in the majority of cases. Even those rights which mankind has generally agreed to allow to each and every person are only exercised by the individual subject to certain restrictions.

A sufficient quantity of air to breathe would seem to be a right guaranteed to the individual by the laws of God and nature, yet men have in countless cases died for the lack of it. Man has successfully denied the exercise of any such claimed right on the part of certain individuals and certain classes and groups of individuals.

From the foregoing it follows that in a study of the so-called rights of jurisdiction over parts of the sea we must confirm ourselves to a study of the exercise of jurisdiction rather than to uselessly wander among the conflicting mazes of claimed, but unexercised jurisdiction. The only jurisdiction which any country can claim as a right is that jurisdiction which it actually exercises.

Jurisdiction over the sea exercised by the United States.—A study of the history of the United States shows that we have not con-

sistently followed any particular theory of jurisdiction over the waters of the sea. At first we modestly (by reason of our lack of power) only insisted that the United States be permitted to exercise jurisdiction over the waters washing our coasts for the distance of one league (3 geographical miles). A letter of Jefferson, Secretary of State, to the British minister, of November 8, 1793, showed such to be the attitude of the United States.

In 1804 President Jefferson claimed that the United States, according to the common law, had the right to exercise jurisdiction over waters wherever one could see from land to land. Thus in a bay, if one could see from one side to the other, all waters in the bay would be under the jurisdiction of a country owning the land bordering such bay. It was estimated that the distance from shore to shore in such case would be at least twenty-five miles.

Still later Jefferson stated that we ought to claim jurisdiction over the water from our shore to the Gulf Stream. He explained his previous adoption of the three mile limit as being forced by the attitude of Genet, the French minister, and by the more important fact that we were not prepared to assert a claim to more extended jurisdiction. It is well to note that in this instance Jefferson admitted that the so called right to jurisdiction of parts of the sea depended upon the ability to enforce the right claimed.

John Quincy Adams, in conversation with Jefferson, stated "that it might be well, before we ventured to assume a claim so broad, to wait for a time when we should have a force competent to maintain it. But in the meantime, he (Jefferson) said, it was advisable to squint at it, and to accustom the nations of Europe to the idea that we should claim it in future." (*Memoirs, J. Q. Adams*, p. 375.)

After the acquisition of Alaska in 1867 the United States claimed that it had jurisdiction to regulate the taking of seals in the Bearing sea and Great Britain contested this claim. Not having "a force competent to maintain it," we agreed to rest the matter in a decision of a tribunal of arbitration, which decided against our claim.

By the Act of March 2, 1797, we assumed, for revenue purposes, jurisdiction of the waters within four leagues of our coasts.

By treaty, the United States has at times, for the purpose of compliance with the terms thereof, claimed jurisdiction over waters within three leagues from land, and within cannon shot of land. States not parties to such treaties have not considered themselves affected thereby, and protests have been lodged. Fortunately,

occasion has not arisen where we have had to decide upon repudiating a treaty or of going to war to sustain it. The treaties have now lapsed and we have avoided the possible difficulties.

Jurisdiction exercised by other States.—Other States have been just as inconsistent as the United States in their claims to jurisdiction over waters of the seas. Moreover, no two States appear to contend for identical regulations over waters washing their own coasts and over waters washing the coasts of other countries.

A rule that would be beneficial to one country would work special hardship to another in many cases. Then again a rule that would be beneficial to a State in time of peace would be detrimental to that same State in time of war. If the United States should exercise jurisdiction over the waters of the Atlantic extending from our shores to the Gulf Stream it would entail a large naval police force in time of peace, without any particular compensating benefit. In time of war in which the United States should be a party, it would undoubtedly be for our benefit if all neutrals should recognize our complete jurisdiction over such waters.

In time of peace Great Britain contended for the freedom of the freedom of the seas. She particularly contended for the freedom of the seas during a time of war when she was not a party thereto. During the World War, however, Great Britain gradually constricted the freedom of the seas. She still claims that she stands for the freedom of the seas, but in practice she permits only a restricted freedom, thus obtaining the advantage of control of the seas and at the same time remaining in a position to consistently contend for full freedom when she may be a neutral, and other nations be at war with an interest in restricting the freedom of the seas.

Each State has made regulations to enforce its jurisdiction over certain waters and, so far as such regulations are respected by other States, we may say that such State has a right of jurisdiction over the waters of the seas covered by its regulations. Where a State recognizes the regulations of another State and abides by them the right is recognized; where it objects and protests the right is not recognized, but it still remains a right; where the regulations are disregarded the right has to that extent vanished, but may be reestablished by the use of sufficient potential or actual force on the part of the State which has issued the regulations.

So far as other States are concerned, the right to unrestricted freedom of the seas has, in effect, been abolished by the acts of Great

Britain. It still remains to be seen if it will be reestablished. If it should not be reestablished in the face of and contrary to the interests of Great Britain, but should be only reestablished with the consent of Great Britain during such time when it becomes her interest to insist upon the freedom of the seas, then it will be only a right upon sufferance, or, rather, a revokable privilege. After all, we will come to no permanent possession of rights, since a correct definition of a right sufficiently indicates that it possesses no certain tenure.

Extent of jurisdiction.—Where a State actually exercises jurisdiction over its marginal or other waters, it does so to the fullest extent of its desires in relation thereto. It may, and does, partially or wholly restrict passage of foreign men-of-war and may and does wholly or partially restrict the operation of merchant shipping in such waters. As an instance may be mentioned the fact that Turkey never permitted warships to pass, as such, from the Black Sea to the Mediterranean. So too, we may mention the regulations of all maritime States which prohibit, or greatly restrict, foreign merchant ships from coastwise trade between their own ports.

Present conditions.—So long as it was to her interest, Great Britain, which had the necessary sea power, caused the claims of neutral powers to jurisdiction over waters pertaining to such powers to be respected. During wartime, however, Great Britain frequently violated some of those claims, when they become antagonistic to her war plans. Germany attempted to follow, and then to go far beyond Great Britain in that respect. Not, however, being sufficiently powerful at sea, her excesses brought the United States into the war. Her punishment, involving the loss of practically all effective sea power, now enforces on her greater respect for the claims of neutrals. So far, no effective pressure has ever been placed upon Great Britain by any neutral. It remains to be developed whether the proposed limitation of sea armaments and future agreements of that nature will, hereafter, enable neutrals, acting for their own benefit, to enforce certain claimed rights on the seas for all neutrals.

Man is much a creature of imitation and, in the absence of great pressure, will follow precedent. It is, therefore, of great interest to all neutrals to establish their claims now, for such established claims will be recognized in the future in all cases except when it is vital to a particular nation to violate them.

THE BATTLE OF BLANC MONT RIDGE

BY MAJOR EDWIN NORTH MCCLELLAN, U.S.M.C.

(Continued from Last Number)

THE plan set forth in the below-quoted Field Orders No. 35 provided for a converging attack by the two infantry brigades of the Second Division, in concert with a general attack by the French Fourth Army. The objective of the Second Division was the line: Road from Medeah Farm (excl.) through point 73.11 to Blanc Mont Ridge (incl.). The Fourth Brigade was to attack within the sector of the Sixth Marines—in column of regiments, the Sixth in front line and the Fifth in support. Both regiments were to form in column of battalions with a machine gun company attached to each battalion. In forming for the attack, the Fifth was to move by the flank and follow in rear of the Sixth when it had gained its distance. The infantry attack was to be preceded by five minutes' artillery preparation and supported by a rolling barrage, rate of advance 100 metres in four minutes. Two companies of light tanks were assigned to the Fourth Brigade which were disposed of as follows: one company (12) with the leading battalion and one company (12) with the support battalion of the Sixth Marines. The rear battalion of the Fifth Marines was especially charged with coöperating with the French to reduce *Essen Hook* and protecting the left flank during the advance.

FIELD ORDERS NO. 35 ORDERS ATTACK ON OCTOBER 3RD

Field Orders No. 35, Second Division, October 2, 1918, 23 hours, reads as follows:

I. The enemy has been driven from the Trench d'Essen which on our front has been occupied by our troops.

The French on our right have advanced to the general line: Point 06.14; Hook of National Route, about 2-½ kilometres north of Somme-Py, Boy, de la Pirna.

The French 4th Army attacks.

II. (a) The 2nd Division, as the left (west) division of the three divisions in the front line of the 21st Army Corps (French), attacks the general line: Medeah Fme. (exclusive); Blanc Mont (inclusive); takes and consolidates that line, and pushes its outpost elements down the slope to the northwest.

The 170th Division (French) attacks on our right; the 21st Division (French) on our left; both at the same time.

(b) *Limits of Action:*

Division Limits:

Right (east) Limit: Line: Point 03.10; Medeah Farm (exclusive).

Left (west) Limit: Line: Boy. de Bromberg; Blanc Mont (inclusive).

Brigade Limits:

Right (east) Brigade:

Right (east) Limit: The right limit of the Division.

Left (west) Limit: General Line: Altona, near Point 93.97; Crossroads at Point 73.11.

Left (west) Brigade:

Right (east) Limit: General Line: Crossroads at Point 82.81; Crossroads at Point 73.11.

Left (west) Limit: The left (west) limit of the Division.

Parallels of Departure:

Right (east) Brigade: Present front on the general line: 03.10; Altona.

Left (west) Brigade: Trench d'Essen, within the limits of that Brigade.

General Direction of Advance: About Northwest.

Objective: Road from Medeah Fme. (exclusive); through Point 73.11, to Blanc Mont (inclusive).

(c) The Division makes a converging attack; its infantry brigades, with attached troops, converging on the Division Objective, each brigade within the limits assigned it. In each brigade, the formation for attack will be in column of regiments, with the leading regiment formed in three (3) lines of one (1) battalion each; The rear regiment, following as reserve, in such formation as may be prescribed by the Brigade Commander.

All troops will be in position on "D" day at "H" hour, at which time the attack will begin from the Parallels of Departure.

The Advance in each brigade will be made without reference to the troops on its right and left.

Upon reaching the Division Objective, that line will be organized as our main line of resistance and must be held. Patrols will be pushed forward of the line of resistance to a distance approximating one (1) kilometre, and will establish an outpost line. The brigades will be at once reorganized and made ready for a further advance upon orders from the Division Commander to do so.

III. (a) The 2nd Field Artillery Brigade (U. S.) and the artillery of the 61st Division (French), Brigadier General Bowley, Commanding, will from positions in the area of the 2nd Division, support the attack.

The artillery action will be as follows: A preparation beginning at "H" minus five (5) minutes; will terminate at "H" hour, at which time a creeping barrage will start in front of each Parallel of Departure, and move at the rate of one hundred (100) metres in four

(4) minutes to a general line 300 metres beyond the Division Objective, where it will remain for thirty (30) minutes after the arrival on that objective of the left (west) brigade, or, until "H" plus Two (2) hours, thirty-eight (38) minutes. At "H" plus Two (2) hours, thirty-eight (38) minutes, the barrage will start forward again and moving at the rate of one hundred (100) metres in four (4) minutes to a line 1,300 metres beyond the Division Objective, will stop and remain on that line until the infantry has established its forward patrols.

During the progress of the infantry from the Parallels of Departure to the Division Objective, the artillery will take as special targets; Medeah Fme.; enemy strong point in the vicinity of Schwaben-Konig; Pylone; strong point in vicinity of Blanc Mont, and B. de la Vipere. Some smoke shells will be employed in this fire.

Troops of the right (east) brigade will be cautioned not to follow the barrage too closely, because the guns with which this barrage is made will not fire in the axis of the advance, but at an angle thereto. Upon arriving on the Division Objective, troops of the right (east) brigade will be held strictly within that part of the objective assigned to that brigade, until the arrival of the left (west) brigade.

The Infantry will stake out their front lines at 8.00 o'clock and at 15:00 o'clock.

The light artillery will be brought forward in echelon as the attack progresses, so as to support the new line of resistance, or to assist in a subsequent advance of the Division.

(b) Troops:

Right (east) Brigade: Brigadier General Ely, Commanding.
3rd Infantry Brigade,

3rd Battalion tanks (French) attached,

will be in position at "H" minus Two (2) hours,

Left (west) Brigade: Brigadier General Neville, Commanding.

4th Infantry Brigade,

2nd Battalion tanks (French), attached,

will be in position at "H" minus Two (2) hours.

(c) Combat Liaison:

Brigade will maintain, on the right (east), and left (west) units of the Division sector, combat liaison with the adjoining French troops by means of provisional organizations of mixed infantry and machine guns, the left (west) brigade providing for this purpose a force approximating a battalion in strength, the commander of which will be instructed to take proper steps to protect the left of the Division. In case the 11th Corps, on our left, should meet with difficulties, in the region of Fourmiller, which retards its progress, this left flank covering detachment will be prepared to face in that direction and assist the progress of the 11th Corps. Upon arriving on the Division Objective this left flank covering detachment will be called upon to protect the left flank of the Division until the arrival of the 11th Corps (French), and in case of a subsequent advance of the Division to continue its action in covering the left flank thereof. The Commander

of the right (east) brigade, on his left, and Commander of the left (west) brigade, on his right, will especially provide for flank protection until these brigades arrive on the Division Objective. Upon arriving on its objective the right (east) brigade will assist the progress of the left (west) brigade by employing enfilade, infantry and machine gun fire on the enemy's positions within the objective of the left (west) brigade.

(d) *Aviation:*

The 252d Aviation Squadron assists the Division by reporting progress and location of front lines, and by observation of artillery fire. (See Plan of Liaison).

(e) *Engineers:*

The 2nd Engineers will continue their work in improving roads in the Divisional area, but will be ready, on short notice, for use as reserves.

(f) *Machine Guns:*

The 4th Machine Gun Battalion to a covered position near Nevarin Fme., at the disposition of the Division Commander.

(g) *Plan of Liaison:* (See Plan of Liaison, issued September 30, 1918). Attention is called to change in Code, Chapter VI.

IV. *Administrative Details:* See Administrative Order.

V. P. C., 2nd Division: Wagram, east of Souain-Somme-Py Road, about 1 kilometre north of Souain.

P. C., 3rd Brigade: Near road fork, at Point 07.885.

P. C., 4th Brigade: East of Souain-Somme-Py Road about one kilometre north of Navarin Fme.

Changes of P. C.'s will be announced later.

Zero hour was set at 5:50 a.m., October 3rd, and during the night 2-3 troops were placed in position for the event and reconnaissances were made of the immediate front. All preparations for the attack were made on oral orders. Written orders, Field Orders No. 35, did not arrive at Fourth Brigade Headquarters until 4:40 a.m., October 3d.

THE ATTACK BEGINS

Promptly at zero hour the Brigade advanced in the following battle order:

Sixth Regiment (Lee)

Second Battalion and 81st M. G. Company (Williams).

First Battalion and Regt. M. G. Company (Barker).

Third Battalion and 15th M. G. Company (Shuler)

Fifth Regiment (Feland)

Second Battalion and 23d M. G. Company (Messersmith).

Third Battalion and 77th M. G. Company (Larsen).

First Battalion and Regt. M. G. Company (Hamilton).

The principal resistance encountered was from machine gun nests. Machine gun fire was encountered from the front, the right flank where the middle ground between the two brigades was not completely

covered, and especially from the left flank where the French advance was delayed by the *Essen Hook*. The left flank of each battalion was successively retarded by the heavy fire from the left flank. The Commanding Officer of the rear battalion of the Fifth Marines immediately detached a force to operate against the right flank of the *Essen Hook* with one-pounders and proceeded to clean-up as far as possible the machine gun nests in advance of it on the left flank. Although the French made every effort and the Marine one-pounders did excellent work it was not until 3:00 p.m. that the *Essen Hook* was under control and then many hours elapsed before it was finally cleaned-up.

In general the losses of the Marines were light during the advance—the Marines doing excellent work with their rifles in sniping machine gun crews. Several hundred prisoners were captured. They stated that their losses had been heavy due to the American rifle and artillery fire. The Marines gave the highest praise to the artillery for their handsome rolling barrage and accurate special fire.

All battalions of the Sixth Marines met machine gun resistance in Somme-Py Woods. The support battalion (1st) pressed forward on the leading battalion (2d) which was held up, and advanced on its right to the objective. The reserve battalion (3d) was assigned the task of cleaning-up.

The objective was reached at 8:30 a.m. and the work of consolidating the position and the establishment of the line of outpost to the front was begun. The advance of the French on the left being still delayed, the Fifth Marines made dispositions to protect the left flank and support the advance of the French. A special flank barrage was arranged for in case of counter attack.

ORDERS OF GENERAL NAULIN

At 9:40 a.m., October 3rd, General Naulin, commanding the 21st French Army Corps issued the following VERY URGENT SERVICE MEMORANDUM:

I. The 2nd U. S. Infantry Division has conquered the entire crest of Blanc-Mont-Medeah; the 11th Army Corps has not been able to break from its trenches.

II. In order to permit the 2d U. S. Infantry Division to continue its movement northward, the 170th Infantry Division (French) will proceed immediately to the west, passing north of Somme-Py. At the conclusion of the movement, it should face westward and hold the western edge of woods X 2000, Y 96, Y 90, Y 82. *Mission:* To prevent any offensive movement on the part of the enemy against the

rear of the 2d U. S. Infantry Division. The Artillery of the 170th Infantry Division will remain with the 167th Infantry Division. The Artillery of the 11th Army Corps will cover the left of the arrangement.

The following Order was sent out by General Naulin at 11:45 a.m., October 3rd:

I. The front of the 21st Army Corps at 11:00 a.m. is the following: Blanc Mont-Medeah-South of Orfeuil.

The 170th Infantry Division has been sent to the rear to the left of the 2d U. S. Infantry Division to cover its left flank towards V 96-Y 85.

II. The 73d Infantry Division, placed at the disposition of the 21st Army Corps, will proceed immediately upon receipt of the present order to the region N. and N. E. of Somme-Py; the leading regiments to the region of the Bois des Pins.

III. This Infantry Division will hold itself in readiness to enter action to the left of the 2d U. S. Infantry Division, either towards the west of the general line Blanc Mont-St. Hilair-le-Petit, or towards the northwest, passing over the route St. Etienne-a-Arnes-St. Pierre-a-Arnes to the west of St. Etienne-a-Arnes.

At 11:45 a.m., the 3rd, General Naulin issued the following Order:

I. It is important that we should take advantage *without delay* of the effect of surprise obtained by carrying the crest Blanc Mont-Medeah-Orfeuil, without allowing the enemy time to get his bearing and make new arrangements.

II. Consequently, the 2d U. S. Infantry Division must not wait, before resuming the march towards the N. W., for the arrival of the 170th Infantry Division detailed to cover its left flank. If necessary, it will assign the fulfilment of this duty, pending the arrival of the said Infantry Division, to one or two battalions stationed as flank guard between Blanc Mont and Essen Trench.

The 167th and 43d Infantry Divisions must likewise renew the attack as soon as possible.

At 5:30 p.m., the 3rd, General Naulin published the following Order:

The General commanding the 170th Infantry Division will report immediately upon receipt of the present order to the General commanding the 2d U. S. Infantry Division. His mission is to take the necessary measures to cover the left flank and rear of this Infantry Division during its advance until the 11th Army Corps has regained its position.

(To be continued)

SERVICE YARNS

BY MAJOR (RETIRED) HENRY W. CARPENTER, U.S.M.C.

A YEAR'S LEAVE

"It was just this way," said the old "Top," filling his pipe, and getting ready for a yarn:—

"I was Top of old O Company First Regiment of Marines, and we were doing our bit in a God forsaken place called Jalos in the very middle of Santa Clara Province in Cuba. For some reason that no one has been able to fathom, the Army of Cuban Pacification had rather reversed things, and had put the Leathernecks in the interior, away from the sea, and the hoss soldiers and waggoners along the coast.

"We were about all fed up on that sort of thing, and the C. O. who had been about three hitches straight-running in the Tropics and never expected to get home again was about as grouchy and unreasonable as a good man and a fine officer that he was could be. It was about as much as your stripes were worth to talk to him about anything before mid-day, and as Carter, the company clerk and I were in the office, we got it a bit more than any of the rest of the outfit.

"Well one morning, after *Office Hours* the C. O. was sitting at his desk grumbling to himself and holding his head in his hands, and had I not known for a certainty that he was a fiend for cold water, I would have believed he had a hang-over from bacardi rum, and too much Cubano society.

"Carter and I were as quiet and unobtrusive as we could be and the C. O. was just getting ready to go in his quarters for a siesta, when in comes the orderly and announced that Private Mack wanted to see the captain.

"Of all times to pick for an interview this was about the worst and I don't believe any other man in the command would have tried it on, but this Irishman. Mack was a queer cuss, and while a fine soldier, was a man who had no intimate friends and mixed with no one at all.

"What the H—l does he want' bellowed the C. O. but as Mack

had followed the orderly into the office, he undertook to answer for himself.

"Drawing himself up to his full height of five feet six, and saluting, for he was a member of the old guard, and under side arms, Mack began:—

"‘Sir, I have word from Cienfeugos that the British ship *Rasmussen* (or some other such funny name) on which me brother is a stoker is in that port, and I would like to have forty-eight hours to go down and see him?’

"‘What the H—I are you bothering me about your brother for,’ yelled the C. O. frowning at poor Mack like he would eat him up, and rubbing his head with both hands the while—‘Get the H—I out of here and stay for a year for all I care.’

"Mack saluted, made an accurate about face and went out, and the C. O. still mumbling to himself went into his quarters.

"That evening at roll call Mack was absent, and for that matter he remained absent until after ten days I reported him as a deserter and the C. O. signed the papers in the case without asking any questions. I thought he knew all about it, and what he was doing, and it was not up to me to make any suggestions.

"This all happened on January the 5th back in 1906, and it was not until the 15th of February, 1907 that we ever heard anything about Mack again.

"On the latter date a telegram came down from Havana directing that Carter and I were to report to the J. A. G's office as witnesses in a general court martial of Private Mack on a charge of desertion.

"It seems that Mack had gone to Cienfuegos, met his brother, and sailed in the ship for Ireland, his old home. Here he seems to have spent a very pleasant vacation, and only came away in time to reach New York and report at the barracks as returned from furlough on January 1, 1907.

The C. O. there not believing his story of having been given a year's furlough by the Captain, for such a thing was absolutely unheard of, promptly put Mack in the brig, reported the affair to Headquarters and Mack was sent to Havana for trial.

"A young lieutenant was detailed to defend him, and no inquiry was apparently made into his case, until this officer had Mack up before him for the purpose of ascertaining if he intended to plead *Guilty* and thus not go through the bother of a trial with evidence.

"When he asked Mack if he intended to plead *Guilty* the latter announced that such was not his intention in the slightest degree, for he was not guilty of desertion owing to the fact that his C. O. had given him a years furlough, and that he had witnesses to prove that fact.

"This was the reason for Carter and myself taking a trip to Havana at Government expense.

"When we reported to Mack's counsel at his quarters at Camp Columbia, he asked us only one question each and that was "Did you hear Captain— give Private Mack a year's furlough? Of course we both said 'Yes Sir,' and that finished it.

"What the lieutenant told the Judge Advocate General I don't know but he was laughing to himself when he left us to go to the office.

"Mack was released from arrest, without a trial, and went back to the company with us that evening.

"When we got to the barracks we were told that a telegram had already arrived directing the Captain to report at Camp Columbia, and I am afraid he had a very interesting time with somebody up there getting the matter straightened out.

"It don't pay to speak as you sometimes feel and without thinking, I know it don't."

INSPECTION

"We had some funny files in the Old Leathernecks" stated the Sergeant as he seated himself for a chat. "Funny files they were both among the officers as well as among the enlisted men. I remember just after the Spanish War, when the Corps had been increased from twenty-five hundred men to five thousand, and the good old days when everybody called everybody else by his first name, had gone for good.

"There were a number of new first and second lieutenants, some of them are in the Corps yet, while others have fallen by the wayside, in one way or another.

"There was one of the lieuts who sure was a peach, and he could give any Juicer cards and spades when it came to putting on the high grade 'Me Lord the Duke his arrived,' stuff. He swaggered like a 'Orse Guards Officer and used to sleep in a monacle. He would have worn it to drills and parade if he had believed he could have gotten by Old Bull H. the C. O.; but this old Fenian Irish-

man got sick one time, had to take a months leave, and Bertie was left in command. Oh! my Lord but he nearly turned that barracks into the 'Queen's Own Rifles.'

"It was 'Me man this,' and 'Me man that,' and 'Dontcher know that is all tommy rot,' and 'Blimme!' and 'Damme!' and 'I say now!'

"Well one Monday morning we were having Parade, Review and Inspection by the C. O., and Bertie had a bunch of his society friends down from the neighborhood of the British Embassy to see him inspect.

"I was in command of the 3rd Co., we being short of officers, and when he came to inspect us, I thought at first it was the Prince of Wales a coming. He actually had on the monacle, and about as much expression in his face as a wet loaf of barrack bread. Some of the men commenced to laugh, but I gave them a stiff call, and joined him to inspect the front rank.

"It warnt so bad at first, and the men kept straight faces by biting their tongues, but when he comes to Jasper, who was always an untidy soldier he stopped, and pointing his finger at the second button of the man's tunic, which happened to be unfastened fixed me with his cold eye through that monacle of his and said without as much expression in his voice as a wooden Indian:—

"Sergeant, here is a fellow half naked, make him a prisoner."

THE MARCH OF EVENTS

SEPTEMBER 29, 1921.—Marine patrol in contact with Dominican criminals at Camo Famiel.

October 15th.—Marine patrol in contact with criminals near Angelina, D.R.

October 23rd.—At 3:15 a.m., the top section of the 608 foot mast at the Radio Station, Heeia, Hawaii, became afire. Corporal Andrew J. Contratto and Private John T. Dainko were highly commended by the Secretary of the Navy on February 17, 1922 for their "courageous performance of duty under trying and dangerous conditions."

October 24th.—The 15th Regiment began an extensive operation against criminals in the Dominican Republic, covering the area including points Chicharrones, Yayas, Mata de la Palma, Azui, El Salto, La Paja, Monte Coco and Chicharrones. All troops were in their designated positions before dark on October 24th. Six squads of each of the following companies participated: 70th, 114th, 181st, 182nd, and 187th, together with all available men of the 44th Company. Captain Cukela with a special detachment, and Gunner Reid with a stationary field radio detachment. (Rep. Op., 2nd Brig., Jan. 20, 1922).

October 29th.—The 15th Regiment commenced an extensive operation against criminals in the Dominican Republic covering the territory within the points La Paja, El Salto, Las Canas, Los Llanos, Quisqueya, Higuano River and La Paja. Same troops used in drive of October 24th participated, and the drive conducted in the same manner. (Rep. Op., 2nd Brig., Jan. 20, 1922.)

November 10th.—Fire in the City of Santiago, D.R. Colonel Charles H. Lyman commended by the Commanding General, 2nd Brigade, for his services in maintaining order at the scene of the fire, preventing robbery and protecting merchandise saved from the fire. The Marines rendered invaluable assistance in extinguishing the fire.

November 11th.—The Fifteenth Regiment began an extensive operation against criminals in the Dominican Republic, covering the area between the points Hato Mayor, Las Pinas, Yerba Buena, Dos Rios, River Casui de Afuera, El Salto, Matapalacio, Azui, Hato

Mayor. All troops were in their designated positions before 6:00 p.m., November 11th. Six squads from each of the following companies participated: 44th (mounted), 114th, 70th, 180th, 181st, 182nd, 187th, and Captain Garcia, P.N.D., with a detachment of the 1st Company, Policia Nacional Dominicana. The services of citizens known to be of good standing, and local government officials, were used to assist the military officers. (Op. Rep., 2nd Brig., Jan. 20, 1922).

November 14th.—Rear Admiral L. M. Nulton, Commandant of the Philadelphia Navy Yard, addressed the following letter to Col. Theodore P. Kane, Commanding the Barracks:

"The Commandant desires to express his appreciation of the excellent appearance and smartness of the detachment paraded for the reception of Admiral Beatty, and, in fact, for the excellent appearance and smartness of all details from the barracks which have participated in the various public celebrations which have taken place in this community."

November 15th.—The *Denver* carrying President King of Liberia, and his Mission, sailed from Boston on November 15th, for Liberia, after negotiating a loan of five million dollars from the American Government. First Lieut. Arnold C. Larsen, commanding the *Denver's* Marines, acted as aide to President King. After stopping at the Cape Verde Islands to coal, the *Denver* arrived at Monrovia December 2nd. Lieutenant Larsen attended the numerous functions, such as luncheons, receptions, etc., given by President King. The *Denver* sailed from Monrovia on December 6th.

November 17th.—The Secretary of War sent the following letter to the Secretary of the Navy:

"1. I take pleasure in quoting below a letter received from the Commanding General, District of Washington, concerning the part taken by Navy and Marine organizations in connection with the burial of the Unknown Soldier, to which I hereby take occasion to add my own appreciation of the services rendered by those organizations:

"* * * The Bluejacket and Marine Battalion * * * that marched as part of the escort on November 11th, made a most creditable appearance, and I take much pleasure in bringing this fact to your attention.

"The Bluejackets and Marines detailed as guards, ushers, and traffic men in Arlington performed most fatiguing and difficult duties

in a cheerful and energetic manner. Many of these men were on duty from 6:30 a.m., to 6:00 p.m., without food or rest, and in no instance was there a word of complaint. In spite of the traffic difficulties, many persons have testified as to the courtesy and patience of the traffic detail."

November 25th.—In the Dominican Republic a cordon of troops was thrown around the zone Ramon Santana, thence down the Soco River to Cano Faniel, thence on a line south-east along the northern edge of the cane fields to Jagual-La Noria trail, thence along that trail to La Noria, thence along the edge of the cane fields to the point where the trail from Switch No. 71 of the La Romana railroad crosses the Arroyo Hondo, thence following the line of cane fields to Ramon Santana. All troops were in their assigned positions at 5:00 p.m., November 25th. Six squads of each of the following companies participated: 44th (mounted), 114th, 70th, 180th, 181st, 182nd, and 187th. Airplanes assisted in the operations by scouting over the area and dropping messages to the troops. Field radios were established at Ramon Santana, La Noria, Arroyo Hondo, and Switch No. 71—La Campina Road.

November 28th.—Private J. H. Harmon, 182nd Company, was wounded near La Lima, D.R., while arresting a criminal. He was attacked by two criminals armed with machetes and badly cut in the face, wrist, and hand, losing a finger. (Rep. Mil. Gov., Dec. 31.)

December 1st.—Major Albert T. Rich, Infantry, D.O.L., U.S. Army, Instructor, Infantry, Indiana National Guard, wrote a letter of praise for the Recruiting Marines in Indiana, to the Major General Commandant. Major Rich served on the staff of Brigadier General Doyen, as Acting Division Quartermaster, of the Second Division in the Fall of 1917.

The British Marines' publication *Globe and Laurel* of this date states that officers may be promoted from ranks as follows: "Two commissions are awarded each year to candidates selected from warrant officers, N.C.O.'s, and Gunners and Privates (passed for promotion)."

"A Plymouth Marine fired the first shot in the War from H.M.S. *Amphion*, the first ship carrying Marines which was engaged." (*Globe and Laurel*.)

"In view of the difficulties experienced in obtaining an adequate supply of volunteers from the Royal Marines to act as Wardroom Officers' servants, the title is to be changed to 'Wardroom attendant,'

and revised arrangements are to be introduced under which the authorized pay is to be paid to the men by the Officer Commanding the R. M. Detachment, the amount being charged in the Officers' Mess bills." (*Globe and Laurel*.)

December 5th.—Marine patrol from 15th Regiment had contact with Dominican criminals who were attacking a Central Romana train.

December 11th.—Fire at San Francisco de Macoris, D. R. Captain George F. Hill commended by C.G., 2nd Brig., on December 29th for his "fine behavior, ready initiative and heroic aid rendered by him and his men during the fire on the night of December 11th-12th."

December 16th.—The U.S.S. *Huron*, flagship of Asiatic Fleet with Commander-in-Chief on board, was escorted by Marine planes into Guam harbor. Admiral Strauss and staff, including Major William C. Wise, Fleet Marine Officer, inspected Guam.

December 22nd.—"The Policia Nacional Dominicana has maintained a Student Officers' School for native officers at Jaina, D.R., which closed December 22nd after a very successful session. The graduate officers were granted a ten days' leave of absence, at the expiration of which they will join companies to which they have been assigned." (Quarterly Report of Mil. Gov., Dec. 31.)

A patrol of 13th Company, P.N.D., had contact with criminals in section Loma de Pinon between El Jobo and El Cercado, D.R.

December 30th.—Marines held picnic at Tumon Beach, Guam.

January 1, 1922.—Several enlisted Marines from Peking, China, were on detached duty at Shanghai, China, from 1st to 3rd, inclusive.

January 2nd.—The warehouse of Atkins-Kroll and Co., at Agana, Guam, was burned to the ground.

January 3rd.—School children in Guam celebrated Arbor Day by planting teak seedlings.

"There are a number of American Marines and Sailors buried in Dominican cemeteries. Steps are being taken to obtain a history of the various cases with the end in view of having the bodies shipped to the United States. Report of progress will follow. The approval of your Headquarters will be asked." (2nd Brig. Diary).

January 4th.—"During the Military Governor's absence, the Brigade Commander will function as Governor." (2nd Brig. Diary).

A detail of the 15th Regiment fired on a group of criminals on the Seibo-El Rancho trail in section Margarin, D.R.

January 5th.—"On the morning of January 5th, companies and detachments in contact with each other, closed in on El Cercado, thoroughly combing the zone. *** Lieutenant Rosecrans with a mounted detachment from the 44th Company and 181st Company, together with several special agents, a total of twenty-one men, discovered a large bandit camp at about 1:00 p.m., located about four miles northwest of El Cercado in the fastness of a mountainous and almost inaccessible region. The camp was attacked and the outlaws dispersed."

January 6th.—Letter received from Guam aviation included report: "Two more pairs (of pigeons) are setting, making a total of three pairs setting on five eggs."

Today being a Dominican holiday—Three Kings' Day—it was also observed by the military forces—holiday routine prevailed. (2nd Brig. Diary).

January 11th.—The Italian *Croce al Merito di Guerra* was received for delivery to the following: Captain Louis Cukela, Gy. Sgt. Ernest A. Jansen, Sgt. Matej Kocak, Cpl. John H. Pruitt, and Pvt. John J. Kelly.

January 14th.—Marine detail from 15th Regiment had contact with criminals in the Dominican Republic.

January 15th.—Gunnery Sergeant George S. Taylor, retired.

Fifteenth Regiment completed another bandit movement in the vicinity of Mata de la Palma yesterday. There were several minor contacts. (Diary 2nd Brig.).

January 16th.—The Eighth Regiment won the Brigade Athletic and Military Tournament held January 16th, 17th, 18th, at the Champs de Mars at Port au Prince, Haiti.

January 17th.—Colonel George Van Orden temporarily relieved Colonel John H. Russell, in command of the First Brigade of Marines, Haiti.

Gunnery Sergeant Jesse C. Scroggins, of the Peking Legation Guard, was on detached duty at Tientsin from 17th to 23rd.

January 18th.—Captain Henry L. Larsen delivered a lecture on the History and Organization of the Marine Corps before the "Cleveland Greys" at Cleveland, Ohio.

January 19th.—Marine Detachment of U.S.S. *Alert*, commanded by First Lieut. James D. Colomy, transferred to U.S.S. *Eagle* No. 11.

January 20th.—Weekly conference held in the office of the Major General Commandant. The pay situation; the wearing of miniature medals; the question of a medal for the expeditionary ribbon; reduction of expenses in recruiting; income tax returns; the value of officers wearing uniforms in Washington; and other matters were discussed.

Drive for criminals was completed in the Eastern District, D.R. The troops closed in on Diego arresting suspicious characters. (2nd Brig. Diary.)

January 23rd.—"A suggestion was made that the Policia make some change in their uniform. At present the Policia uniform is identical with the Marine uniform. Colonel Rixey was directed to appoint a board to make recommendations for change in the uniform. The Policia should have a distinctive uniform." (2nd Brig. Diary.)

January 24th.—On February 10th the Commandant, 15th Naval District, addressed the following letter to the Secretary of the Navy, via the Commanding Officer of the *Galveston*:

"It was necessary on January 24, 1922, to order the Marine Guard from the *Galveston* to Managua, Nicaragua, to cope with what appeared to be a difficult situation. * * * The Commanding Officer of the Guard, Lieut. Edward E. Mann and the enlisted personnel, gave an excellent example of discipline and attention to duty. Lieutenant Mann showed marked initiative and judgment. The conduct of the organization reflects great credit on the Marine Corps and the ship to which attached." On March 30th, Major General Commandant John A. Lejeune in a letter to First Lieutenant Mann congratulated him and the detachment under his command "on the manner in which this special duty was performed."

The Marine Guard of the *Denver* also participated in the above operations. Part of the *Denver's* detachment under 1st Lieut. Arnold C. Larsen, proceeded to Managua, Nicaragua, from Corinto, for duty in connection with the Legation Guard. First Lieut. Larsen took all the Marines of both ships back to Corinto when the duty was completed. Lieutenant Mann remained in Managua for special duty.

A mapping detail of three men (Marines) were fired on about 1:30 p.m., between Hato Mayor-Seibo road and Hato Mayor-Mata de la Palma trail.

Captain Robert E. Mills and several enlisted men were on detached duty at Chinwangtao, China, from the Peking Legation Guard. Captain Mills was on this duty from 25th to 29th, while the detachment was present from 24th to 31st.

January 28th.—The Gendarmerie d'Haiti has constructed along the direct air lines in Haiti, several emergency landing fields. Captain Page, while over Saut d'Eau Pass, in a JN plane lost most of his oil and he made use of the emergency field there. He made temporary repairs and was able to reach Hinche. In Saut d'Eau Pass Captain Page had several natives hold the plane while he turned the propeller; but as soon as the motor started the natives let go and ran—Captain Page was forced to pursue his plane down the field and mount on the run.

January 30th.—Mr. J. H. Tongue, Superintendent of the Washington Terminal Company, Union Station, Washington, D.C., addressed a letter to Major General Commandant John A. Lejeune stating that the Marines from Quantico, the Marine Barracks and the Marine Barracks, Navy Yard, Washington D.C., had "rendered a most helpful service in assisting" to restore transportation facilities at the Washington Terminal, "which were so seriously interfered with by the recent and unprecedented snowfall." Mr. Tongue wrote that the Marines had not only assisted the railway authorities but had "performed a service most beneficial to the public, and it was done in such a manner as to justify all of us in feeling proud of our men in the Marine Corps." General Lejeune commended all the Marines who had been the cause of the above well-merited praise. The blizzard which tied up the traffic was on January 27th and 28th.

Lieutenant Jeserum and detail from 1st Company, P.N.D., had contact at La Necesidad, D.R., with twelve criminals under Fello Felipe, who was slightly wounded.

February 1st. The following appeared in the February issue of *U.S. Air Service*:

"In commenting on the work of the Marine Corps Aviation detachments in Santo Domingo and Haiti, Admiral S. S. Robison, U. S. N., Military Governor of Santo Domingo, said recently: 'If one wants an object lesson of the enormous value and immense possibilities of commercial aviation one should visit the Island of

Haiti and inspect the activities of the Marine Aviation units in the two Island Republics. Everything that persons on foot, on horseback, in horse-drawn vehicles, in motor cars, in trains, in steamboats can do is being done by Marine flyers. I don't mean merely that they imitate in a perfunctory way the usual means of transportation employed by the islanders, I mean that they do everything the old methods permitted, but immeasurably faster and with astounding reliability.

"Mail, express, freight, and passengers, are carried from end to end of both Republics without regard to roads, trails, mountain ranges, rivers, or any other obstruction which is hampering the ready transport of products and the thousand and one items of material and equipment necessary for carrying on civilized government and accounting for the welfare of a nation's citizens. This new method of transportation has done more to bring about peace and quietness in Haiti than any other agency we have employed. If a small outfit, only two squadrons, can show such remarkable results in a land where suitable facilities for the employment of aviation are lacking, what can aviation employed commercially on a grand scale do in a country like the United States? The benefits are beyond computation."

A First Brigade Training Centre was established at Pont Beudet, Haiti.

British Marine officers "are from time to time seconded for service with the Egyptian army. *** At the present time there are six Sudanese battalions, each of which is commanded by a British officer, and from two to four other British officers as company commanders." (*Globe and Laurel*.)

February 3rd.—Colonel Arthur T. Marix, delivered an address before the American Legion Post at Belmont, Mass., on "Santo Domingo, Its Past, Present and Future; and Administration of the Affairs of that Country by the United States Navy and Marine Corps."

Monthly Conference held in the Office of the Major General Commandant. Among the subjects considered were: the supply and stabilization of uniforms for enlisted personnel; alteration of uniforms by enlisted men; the Marine Corps Athletic Association and the wearing of the "M;" price of coal; heating plants at Quantico; when the full dress uniform should be worn; work of Marines during the Knickerbocker Theatre disaster; assistance rendered by Marines in clearing snow from tracks at Washington Terminal, etc. The Report of this conference contains the following:

"The Major General Commandant stated that he thought everyone in the service would be interested in knowing of the splendid part played by the Marines in connection with the recent Knickerbocker

Theatre disaster [on January 28, 1922]. The word of the catastrophe reached the Marine Barracks proper and the Marine Barracks, Navy Yard, about a half to three-quarters of an hour after it happened, and detachments were immediately sent from the Navy Yard, the Marine Barracks, and the 74th Company (doing guard duty in connection with the Limitation of Armaments Conference). They remained all night, doing exceedingly fine work. Lieutenant Colonel Rhea, from the Marine Barracks, Navy Yard, being the senior officer present, took charge of the work of rescue that night, and was assisted by the Army, the Police and Fire Departments, and by civilians. The following morning (Sunday), at about six o'clock, Lieutenant Colonel Rhea was relieved by Major George of the Army, who had arrived on the scene with a detachment of Army troops an hour or two before. Sunday night, Major Bevan of the Marine Corps relieved Major George, and took charge of the work through that night.

"The Commissioners of the District of Columbia have written and expressed their great appreciation of the splendid service rendered by the Marines, and the Secretary of the Navy has also written commendatory letters to each of the three Marine detachments participating in the work of rescue.

"On last Saturday night [January 28th] another and rather unusual call was made on the Marines when the railway officials at the Union Station here appealed for help to aid them in clearing the snow from the tracks at the terminal. They were unable to work the switches, and unable to get sufficient labor to help them clear up the yards, and as a result traffic was almost stopped. So, in response to this appeal, General Butler brought up 600 men from Quantico, and these men, together with some from the Marine Barracks under Captain Shuler, did such a splendid job that traffic was resumed Sunday on schedule time.

"The emergency in this instance was a real one, because it was necessary to open up the traffic in and out of Washington in order to get milk and other supplies to the people in the city. As it was, conditions were rather hard for a while, due to the heavy fall of snow tying up the street cars and otherwise seriously hampering deliveries. The same principal applies here as it did to our taking over the guarding of the mails. It was an emergency, and the Marine Corps is maintained, for one thing, for emergencies in time of peace.

"In this connection, the Major General Commandant stated that Colonel Shaughnessy, Second Assistant Postmaster General, who died as a result of injuries received in the Knickerbocker Theatre disaster, was the man who recommended to the Postmaster General that the Marines be detailed to guard the mails, and it was in coöperation with him that the Marines engaged on that duty have worked."

February 4th.—"The Board of P.N.D. officers which was convened to consider modification in the Policia uniform has submitted

its report. The only changes recommended are the adoption of white non-commissioned officers chevrons, and a shoulder mark for all members of the organization, the shoulder mark to be a disk of the Dominican National colors." (2nd Brig. Diary.)

February 5th.—Colonel Lincoln Karmany, Commanding the Legation Guard at Peking, was on detached duty at Shanhaikwan, China, from 5th to 16th.

The Devil Dog's Howl published initial number at Quantico, Va.

February 8th.—Major General Commandant made an address before the Association of Military Colleges and Schools at Washington.

At 3:45 p.m., Major William F. Bevan, the Commanding Officer of the Marine Corps Guard for the Conference on Limitation of Armaments, was informed that the roof of the Treasury Department had taken fire. In thirteen minutes he, with eight squads of Marines were at the scene of the fire assisting the police in holding back the crowd in order that the Fire Department might carry on its work effectively. The Marines were the only military or naval force at the fire in an official capacity. Their work was praised by the Acting Superintendent of Police, who expressed deep appreciation of the assistance rendered.

February 10th.—An address similar to the one made by him on February 3rd, was delivered by Colonel A. T. Marix before the Unitarian Church, Melrose, Mass.

February 11th.—Brigadier General John A. Russell appointed "High Commissioner, with the rank of Ambassador Extraordinary, to represent the President of the United States in Haiti for the purpose of investigating, reporting upon, and supervising the performance of their duties by the officers nominated by the President of the United States and appointed by the President of Haiti * * *."

Sergeant Gray and a detail of 114th Company had contact with Ramon Natera and a group of about 25 criminals in the Dominican Republic.

Second Lieut. T. W. La Duke with one man of 11th Company and two municipal police of Seibo had contact with criminals near El Llano, D.R.

The Pearl Harbor Weekly published its initial copy.

A mapping detail of three men was fired upon by Natera, near Canada del Agua, who then fled with about 25 of his men.

February 13th.—A fire occurred at 2:00 a.m., in the business

section of San Pedro de Macoris, burning about one half of a block. The Marines and Policia rendered excellent service and extinguished the fire. (2nd Brig. Diary.)

The First Brigade Training Centre, Haiti, commenced operations, with the 62nd Company, 2nd Regiment, and the 100th Company, 8th Regiment, undergoing training.

Secretary of State Charles E. Hughes addressed the following letter to Secretary of the Navy Edwin Denby:

" * * * I trust you will convey to the Commandant of the Marine Corps my appreciation of the efficiency of the Marine Guard in charge of the Conference Offices in the Navy Building, and especially of the constant courtesy and efficiency of the Commanding Officer, Major Bevan, and the Commissioned and Non-Commissioned Officers, as well as the privates under his command. * * *"

On March 1st the Major General Commandant instructed the Commanding General of Quantico to inform the enlisted men of the 74th Company, of the above letter and to place a copy of the letter on the service record book of each man who served with the Conference Guard.

February 15th.—First Sergeant Henry A. Nagle, 1st Sergeant Lawrence T. Corbett, 1st Sergeant William J. Connors, and Principal Musician Frank A. King, were retired.

Acting Postmaster General Hubert Work addressed a letter to Major General Commandant John A. Lejeune stating that it gave him "extreme pleasure at this time to submit to you this letter of commendation of the Marines who have been performing, during the past three months, the duty of protecting United States mail in railway terminals, post offices, railroad junctions and federal reserve centres. The protection of the mails against robbers has been splendidly effective through the loyalty, coöperation, bravery and fearless manner in which the Marines have handled the situation in general." He set forth the difficulties faced by the Post Office Department (over financial losses and the injuring and murdering of Post Office employees) that on November 8, 1921, caused the Postmaster General to submit a request to the Secretary of the Navy for "the use of the Marines to take over this arduous and difficult duty." He stated in this letter that "this request was immediately complied with and a force of approximately 2,200 Marines was despatched by the U.S. Marine Corps instantly, in the characteristic manner of Marine Corps efficiency," and that "They have performed

their arduous and difficult duty in a most excellent manner and they have my most earnest praise and appreciation for their invaluable service to the public." He emphasized "the quickness of action on the part of Marine officers in getting the Marines distributed to various points in the country," and writes that he expected "to relieve the remaining Marine detachment performing guard duty *** by March 15th, when it is then expected that the Post Office Department will be amply able to cope with the situation without further aid from the United States Marine Corps." In closing, the Postmaster General expressed his "personal appreciation *** for the responsive, expeditious and effective manner of carrying out these duties."

February 16th.—A contact was had between a Marine patrol and Ramon Natera and 25 of his men. (2nd Brig. Diary.)

February 18th.—An address on the same subject as made by Colonel Marix on February 3rd, was delivered by him at the Boston Art Club, Boston, Mass.

February 19th.—The Military Governor arrived at Santo Domingo City at 8:30 a.m. Military honors were paid him at the dock.

February 20th.—Captain Arthur H. Page made a forced landing on one of the emergency fields made by the Gendarmerie d'Haiti near La Chapelle in the Artibonite Valley and touched 100 feet short of the cleared portion hitting a rock with the right wheel which crushed the wheel, causing the plane to wheel and turn over. Mechanic suffered slight injuries but pilot and passengers were uninjured.

February 21st.—During night practice an FBL, piloted by 2nd Lieut. Donald E. Keyhoe crashed at Guam, the pilot and six passengers suffering minor injuries.

On February 25th the following letter was received by the Major General Commandant from the Chief of the Bureau of Aeronautics:

"1. February 21, 1922, upon receipt of news of the destruction of the Army Airship *Roma*, it became necessary to send personnel to Hampton Roads with the utmost despatch.

"2. At 3:45 p.m., that date, a request was made upon Marine Headquarters to furnish airplanes for the above purpose. By 4:30 p.m., seven Marine airplanes from Quantico, under the command of Major Geiger, U.S.M.C., had reported for duty at the Naval Air Station.

"3. This ready response to an emergency call is so indicative of high state of efficiency and a complete readiness for duty that I desire

to express my appreciation of the service rendered and of the efficiency of the aviation detachment attached to the Marine Advance Base, Quantico, Va."

Corporal Clyde P. Krepps and Private Harry Fuller rendered prompt and efficient service at great personal risk in saving J. A. Pamplin, Shipfitter 1st Class, U.S. Navy, from drowning at the Philadelphia Navy Yard. On February 24th, Rear Admiral L. M. Nulton, Commandant of the Philadelphia Navy Yard highly commended these two Marines stating that it was only their prompt and efficient action that saved Pamplin's life. The Major General Commandant wrote that the conduct of these two Marines "meets with the hearty approval of the Major General Commandant and is in keeping with the high traditions of the Marine Corps."

Sergeant Noland A. Nelson, Corporal Jennings B. Smith and Private 1st Cl. Howard F. Smith by most prompt, efficient and commendable action, rescued the crew of plane F-5-L No. 3591 in Apra Harbor, Guam. They were highly commended by their commanding officers.

February 22nd.—Corporal Webber and a detail of 114th Company had contact with a group of criminals in the Dominican Republic.

February 23rd.—Henry J. Wylie, (retired civilian employee of the Quartermaster's Department) died. Born September 27, 1838; served in Civil War in Army; appointed clerk in Q.M. Department of Marine Corps, January 1, 1875; total time serving under Government was 65 years; 45 years in Q.M. Department, 13 of which was as Chief Clerk; administered oath to five Commandants—Heywood, Elliott, Biddle, Barnett and Lejeune. Generals Lejeune and McCawley and many others attended funeral.

Quartermaster Sergeant Frederick L. Hogan, of American Legation Guard, Peking, on detached duty at Tang-ku, China, from 23rd to 24th.

February 25th.—Word received by commanding officer, Marine Barracks, Naval Air Station, Pensacola, Fla., "that Albert Thompson, colored, alleged murderer, was to be brought here for safe-keeping, to prevent lynching by a mob said to have been formed in Santo Rosa County." "All posts were ordered doubled, machine gun and automatic rifle watches were established at the brig, where Albert Thompson was confined, and a suitable number of men under

arms were quartered nearby. The guard was maintained until 6:00 p.m., February 28, 1922."

February 27th.—Dominican Independence Day—was observed as holiday throughout the Brigade. (2nd Brig. Diary.)

February 28th.—Sergeant Major Patrick Farrelly was retired.

A report from Macoris stated that bandits attacked the Marine Camp at La Paja, D.R. (2nd Brig. Diary.)

March 1st.—The Harbord Portrait Committee (consisting of Brig. Gen. George Richards, Lieut. Col. Hugh Matthews and Major William F. Bevan) sent to all officers who served in the Marine Corps during the World War a letter regarding funds for General Harbord's portrait which is to be presented to the Army and Navy Club of Washington, D.C.

March 2nd.—In response to a Senate Resolution of February 23rd, requesting information concerning the duties of Brigadier General Russell as High Commissioner to Haiti, the President replied that "it would not be compatible with the public interest to make public the specific instructions under which he is charged with the performance of his duties as the American High Commissioner."

Captain Sidney W. Brewster, retired, was commended by the Secretary of War on March 18th, for "highly meritorious services performed" by him and those associated with him in the rescue of Army personnel from Fort Totten, N.Y., and a civilian, on board the L51 on March 2nd, near Fort Slocum, N.Y. The L51 was on the rocks near Hunter's Island.

Major John Marston 3rd, joined the Marine Detachment, Managua, Nicaragua, and assumed command on the 6th. Captain Thomas E. Bourke and 1st Lieutenants Elmer E. Hall and Solon C. Kemon joined with Major Marston.

March 4th.—At 9:00 p.m., eight armed criminals entered Hato Mayor and attacked a house that was occupied by First Sergeant Adams, Gunnery Sergeant Urban and H. A. 1st Cl. Fellers. The Municipal Police returned the fire. A detail of Marines was sent out but was unable to make contact with them. The Commisario was shot through the right ear, outside of this no other casualties known. Nothing is known as to what group the criminals belonged.

March 6th.—Military Governor of Santo Domingo issued a proclamation annulling the proclamation of December 23, 1920, and withdrawing the proclamations of June 14, 1921 and July 27, 1921,

and providing for the continuance of military occupation until approximately July 1, 1924.

March 7th.—Brigadier General Harry Lee, commanding the 2nd Brigade in a letter addressed to Captain Omar T. Pfeiffer stated in part: "The records of this office show that you were in command of the 187th Company from January 1 to July 19, 1921, and that your work contributed directly to the winning of the Wharton Cup." General Lee then congratulated Captain Pfeiffer.

March 8th.—Captain George W. Hamilton made a forced landing at Cross Roads, Maryland, damaging the propeller of his plane. He made repairs and returned to Quantico the next day.

Major General Commandant John A. Lejeune appeared before the Committee on Naval Affairs, House of Representatives. Among his other statements were the following:

"Gradually throughout the Corps a definite and concrete policy of administration has been evolved. It is threefold and embraces the following subjects:

"First. Administer the affairs of the Marine Corps economically and efficiently.

"Second. Make the Marine Corps as useful as possible to the Government and to the people of the United States in peace as well as in war.

"Third. Make, the Marine Corps the finest military organization in the world.

* * *

"The Marine Corps has always been utilized as a *peace-time emergency force*. Its history is filled with the account of military campaigns which it has carried on in peace time. The Marines have always been regarded as *State Department Troops*, and they are peculiarly fitted for this duty. Frequently the Marines have landed and have had the situation well in hand without comment and without engendering strife. Usually their stay ashore has been brief and they have reëmbarked and sailed away as soon as affairs had become stabilized and life and property had been rendered secure. Sometimes they have remained for longer periods to aid and assist the people of the occupied territories in restoring and maintaining peace and tranquility. Notably this has been the case in Haiti and Santo Domingo, where for about six years the Marines have given faithful and loyal service to our Government and to the people of those Republics. Sad it is that their many deeds of heroism and self-sacrifice still remain unheralded and unsung, but it is all in the day's work. Not only has the Marine Corps been frequently utilized by the State Department for expeditionary duty, but very recently it was called on by the Post Office Department to guard the mail trains and trucks and the post offices as well."

Marine Gunner Llewelyn Jenkins, Jr., has been in command of the *Fitafta Guard* at the U.S. Naval Station, Tutuila, Samoa, from July 29, 1918, to the present date.

March 9th.—General Lejeune continued his statements before the House Naval Committee. Extracts from his statement are as follows:

"While recognizing to the fullest and most complete extent the great importance of the matters to which I have just referred, we have not allowed ourselves to forget for one moment that our primary mission is to make the Marine Corps the finest military organization in the world. If we fail in this, we fail in the purpose for which the Corps was created and maintained, and we thereby would show ourselves to be unworthy successors to the splendid men who have preceded us and who have shed their blood and given their lives for their country.

"However, I am proud to be able to say that we have not failed and we are determined to give our strength, our energy, and our ability to building up and maintaining the *esprit* and fighting efficiency of our Corps. That we have succeeded in our efforts will, I believe, be testified to by all of those who witnessed the marvelous shooting of our rifle and pistol teams last year and by those who have visited Quantico and seen our men there, and by the smaller number who have seen with their own eyes the isolated companies and detachments of Marines camped in little villages far in the interior of Haiti and Santo Domingo, or patrolling the lonely fastnesses of the mountains and the dense tropical jungles.

"In conclusion, I wish to make a brief plea for the retention of the present strength of the Marine Corps. The numbers we now have are necessary for the performance of the peace-time duties which have been assigned to the Corps."

March 11th.—Taylor Branson, Second Leader of Washington Marine Band, dedicated a march *General Lejeune* to Major General Commandant John A. Lejeune, about this time.

Two formations of five DH's and three JN's respectively flew out from Port-au-Prince to meet the *North Dakota* which vessel was bringing Brigadier General John A. Russell and staff to Haiti where he later assumed the duties of High Commissioner.

March 12th.—The Mare Island Marines basket ball team completed its season, winning nine out of fourteen games played.

March 14th.—Postmaster General Hubert Work addressed the following letter to the Major General Commandant:

"Although I sincerely regret that the duties of guarding and protecting the United States mail by the United States Marine Corps

have been brought to a close, this opportunity gives me the extreme pleasure to submit to you at this time this letter of highest commendation to your corps and its personnel—both men and officers. It has indeed been an extreme pleasure to have been so intimately associated with the United States Marine Corps during the past four months.

"To General Logan Feland I wish to extend my personal thanks and appreciation for the masterful and efficient methods by which these operations have been conducted and brought to such a successful conclusion, and particularly of the tact, courtesy, and efficiency of Captain Barry, attached to this office.

"I have not the pleasure of knowing personally all the officers who have aided General Feland in this work but I hope you will understand that they are included in this appreciation.

"This commendation not only voices the opinion of the Postmaster General and his Staff but is also that of all the inspectors and superintendents in the field throughout the country who have come in contact with the Marine officers and detachments on mail guard duty.

"The best of relations has been established and maintained between the Marine Corps and the Post Office Department, and the tact, efficiency, and judgment on the part of Marine officers in the performance of duty merits special attention.

"With the hope that I may again have the opportunity to be personally associated with your Corps, of which I have the highest regard, and with my thanks and very best wishes, I am, Very sincerely yours."

On March 27th, the Secretary of the Navy forwarded this letter to General Lejeune with the following letter:

"I transmit to you enclosed herewith a letter from the Honorable Hubert Work, Postmaster General of the United States, expressing his appreciation of the work of the United States Marines in aiding in the guarding of the mails during the winter months. His letter has given me the greatest pleasure, which I have expressed to him in a personal communication.

"You will appreciate, of course, how extremely gratifying it is to the Department to find the activities of one of its branches so splendidly discharged and so fully appreciated. The Department feels indebted to you and the men under you for so successfully keeping up the high standard of the Marine Corps.

"I am personally gratified, too, to note the very appreciative mention of General Feland and of Captain Barry. Their task has been a difficult one and has been brought to a close with a maximum of success and a minimum of friction."

Colonel Robert H. Dunlap, in a letter to the Major General Commandant, commended Gunnery Sergeant Howard D. Miskimen

"whose good qualities has made it possible to develop new ideas in the Searchlight and Anti-aircraft Battalion," stating also that "his best efforts have done much to place that organization in a prominent position as regards the experimental problems of air defense."

March 15th.—Duty of guarding United States mails terminated about this date.

Major General Commandant John A. Lejeune and Brigadier Generals George Richards and Charles L. McCawley appeared before the Subcommittee of House Committee on Appropriations.

March 16th.—Survivors of the Samoan disaster of 1889, who were on the *Nipsic*, *Trenton* and *Vandalia*, wrecked in the hurricane, celebrated the 33rd anniversary of the disaster at Philadelphia and at the City Club, Boston. Among the survivors is Major General Commandant John A. Lejeune.

March 17th.—The Massachusetts C.A.C. Officers of Boston heard Colonel Marix talk on the theme of Santo Domingo.

Lieutenant Snyder, five marines and eight men of Mr. Draiby's had a contact with six armed criminals belonging to Martin Peguero's group in the Dominican Republic.

March 18th.—Lieutenant Snyder had contact with criminals at San Geronimo belonging to Lolo Peguero's group in the Dominican Republic.

Corporal Herbert C. Patter and three Marines had contact with twenty armed criminals at a *Fandango* (Native dance) in the town of Las Lagunas, D.R.

March 19th.—Captain G. L. P. Stone, commanding the *Connecticut*, in writing to the Commandant concerning the conduct of Sergeant William J. Benoit, stated: "The coöperation and fine spirit shown by him is a credit to him and this vessel and symbolizes the best traditions of the Marine Corps."

March 20th.—Lieutenant Colonel Thomas C. Turner sailed on *Henderson* for inspection of aviation in West Indies.

March 21st.—Detail of the 44th Co. had contact with a group of criminals at Las Lagunas, D. R., belonging to Tolete. Westar Jaime, a criminal from Natera's group, was captured at Porvenir Estate, D. R., by a Guardia Campestre.

March 23rd.—Captain G. W. Hamilton crashed in an airplane. His motor failed shortly after taking off and the airplane "went in" on a wing in the swamp near the bridge at Quantico. Neither the

pilot nor mechanic sustained any injuries other than a few scratches and bruises.

March 24th.—Weekly Conference held in Office of Major General Commandant. Subjects discussed were: Sam Browne belt and wearing of frogs and slings, and pay bill.

Speaking on the subject of Santo Domingo, its past, present and future and of the administration of that country's affairs by the United States, Colonel Marix had the Sons of the American Revolution as an audience at the Boston Art Club.

March 25th.—Colonel Robert H. Dunlap left Quantico for Peking. The Third Brigade lined the Military Road and each company presented arms as he passed. A formation of five VE-7's escorted the Colonel to the Washington-Richmond turnpike, while Captain Mulcahy, in an MB-3, performed around the formation.

About this date Captain Page, after testing a parachute (seat type pack) with weights jumped from the wing of a JN and landed safely, but too hard for comfort.

March 27th.—The following letter dated March 30th was addressed to the Major General Commandant by the "War Department Board Convened for the purpose of Testing and Reporting upon Rifles and Ammunition for the National Matches, etc." :

"The War Department Board *** desires to express its appreciation of the coöperation of the Marine Corps in connection with tests conducted on the rifle range at Quantico, Va., from March 27th to March 29th, inclusive. Owing to the excellent facilities provided and the thoroughness of the preparation for these tests, it was possible to complete them very promptly and to the satisfaction of everyone concerned.

"It is requested that you extend the thanks of the Board to the Commanding General, Marine Barracks, Quantico, Va., and his officers and men for the many courtesies shown the Board and the painstaking care with which every requirement of the Board was anticipated."

March 29th.—Operations Report of Marine Corps Aviation for week ending March 29th contains the statement from Sumay, Guam: "Pigeons—Routine training; two squabs hatched—total pigeons fifty-three. Two pigeons are missing since practice flight on February 4th."

Colonel Theodore P. Kane, Lieutenant Colonel Thomas C. Turner and Congressman Hicks arrived at Port-au-Prince, Haiti,

aboard the *Henderson*. A formation of three DH4B airplanes flew out to welcome the new Brigade Commander.

The Secretary of the Navy addressed the following Circular Letter to "The United States Marine Corps":

"1. The Secretary of the Navy wishes the members of the Marine Corps recently engaged in the task of guarding the United States mails to understand how deeply he appreciates their earnest endeavors to discharge this new and unexpected duty to the satisfaction of the Navy Department and the Post Office Department. That they have done is evidenced by the fact that during the tour of duty as guards of the United States mails, no thefts were reported and no attempts at robbery were successful.

"2. I feel that this splendid service in a most unusual capacity reflects credit upon the entire naval establishment, and I wish to extend to each officer and man individually my congratulations. The unblemished record of the Corps has been preserved. I feel confident that you and all other Marines will continue to discharge your duties in such manner as to justify our pride in the Corps."

March 30th.—Colonel Theodore P. Kane assumed command of the First Brigade, Republic of Haiti.

Brigadier General Mitchell, U. S. A., landed at the Flying Field, Quantico, and later delivered an excellent talk to the Marine Corps Schools on the operation of airplanes in war.

March 31st.—At the suggestion of Major John Marston 3rd, commanding the American Legation Guard at Managua, Nicaragua, "four representatives of the military forces in the city of Managua" were ordered by the Minister of War of the Nicaraguan Government, in March, to report to Major Marston for the purpose of qualifying in "small arms target practice at our rifle range on the water front of Lake Managua." These "four Nicaraguans, after considerable coaching (their weakness being an inability to adapt themselves to rapid-fire), qualified," and the Nicaraguan Government was so notified. This incident created a very happy impression not only on the Government and military officials, but upon the public at large.

April 1st.—The Order of the Star of Roumania (Chevalier) was received at Headquarters for presentation to Captain Samuel C. Cumming.

About this date two squads of Marines from the Washington Barracks assisted in the ceremonies incident to the breaking of

ground for the monument to be erected to General George G. Meade, at a site in the Botanical Gardens, Washington, D. C.

A Marine mapping detail, returning to Hato Mayor, had contact with fifteen armed criminals of an unknown group.

April 2nd.—Lieutenant N. E. Clauson, with nine enlisted men, had contact west of Margarita, D. R., with criminals.

Two airplanes arrived at Santo Domingo City from Port-au-Prince carrying Congressman Hicks and Lieut. Col. Thomas C. Turner as passengers.

Portuguese decorations (Cruz da Guerra, 3rd Class) were received at Headquarters for Gunnery Sergeant Ernest A. Janson and Sergeant Frank A. Vial.

April 6th.—Fifth Anniversary of entrance into World War.

A company of Marines under Captain G. B. Reynolds and the Marine Band, from the Washington Barracks, were present at the unveiling of the monument to Rear Admiral Robert E. Peary at Arlington Cemetery.

April 7th.—Brigadier General Joseph H. Pendleton made a speech on "Political and Economic Conditions in Santo Domingo," at the monthly Single Tax meeting in San Diego, Cal.

Quarterly Conference held in Office of the Major General Commandant. Among the subjects discussed were: frogs, slings, Sam Brown belt, etc.; Naval Appropriation Bill; field exercises at Gettysburg by Marines; location of Marine Corps Schools—Quantico or Philadelphia; pay situation; operations of Marines of Control Force at Culebra; promotion by selection; reports of fitness, and other subjects.

April 8th.—A patrol of four men, commanded by Sergeant Pelz, left outpost at Guerra, D. R., to patrol the Bayaguana District. After being reinforced by four Policias this patrol had contact, near Corozal, with sixty criminals, probably of Martino Peguero's group.

April 9th.—About this date Captain Louis M. Bourne, Jr., had a forced landing at Keymar, Md., in a DH4B, requiring his plane to be returned by rail. Major Roy S. Geiger nosed over in landing an MB-3, which resulted in some damage to his plane.

Second Lieutenant Hjalmar A. Christensen died.

April 10th.—Major Evans at Port-au-Prince received an emergency call from Hinche, Haiti, at 6:20 a.m., for a sick man to be taken to the hospital at Cape Haitien. The man was delivered by plane at 8:00 a.m.

April 11th.—Lieutenant Hall carried a very sick man from Maissade to Cape Haitien, Haiti, by airplane.

Major General Commandant published a circular letter, after approval by Secretary of Navy, on the "readoption of dress and undress sword slings in lieu of frogs with slings, for wear with the Sam Browne Belt."

April 12th.—The criminal leader Tolete surrendered in Santo Domingo.

April 13th.—Members of the Hammer Club of the American Legion held their weekly luncheon at the Marine Base, San Diego, Cal., at the invitation of Brigadier General Joseph H. Pendleton.

Colonel William Hopkins (retired) died.

Marines from Norfolk Barracks assisted in fighting fire in Berkley, Va. A fire-party of twenty men from the Marine Barracks at St. Helena assisted in protecting the South Boundary of the Naval Reservation and a fire-party of seventy-five Marines under Captain Lewis, followed by another fire-party of 100 Marines under Captains Galliford and Blake, reported for general duty in Berkley. One-half of these Marines who were armed were assigned to patrol duty and as reported by the Commandant of the Navy Yard on April 18th, to the Commanding Officer of the Barracks, "rendered valuable service keeping prowlers from burning buildings and driving the crowd one block back from the fire. These men also arrested sixteen persons found looting and turned them over to Police Headquarters." Admiral Andrews' report continued as follows: "The remaining section of the Marines' Fire-party was of every material assistance to the Fire Department in handling hose and fire apparatus. Engine No. 1, of the Navy Yard Fire Department, was manned by twelve Marines under Fire Chief Foster, and it proceeded to the fire *via* Berkley Ferry. This party took station at the corner of Berkeley Avenue and Sixth Street, at which point it succeeded in stopping the fire at 11:50 p.m." Admiral Andrews stated that "the whole command of 207 men manifested commendable zeal and admirable discipline. They were tireless in their work and there can be no doubt that a considerable saving of property resulted from their efforts. Such work is highly creditable to the Navy Yard and the Commandant desires to express his warm appreciation of the service rendered."

April 14th.—Lieutenant Palmer carried a sick man from St. Michel to Cape Haitien, Haiti, by airplane.

April 15th.—Sergeant Major Harry Heady and 1st Sergeant John Wilson were retired.

April 17th.—While participating in combat practice at the Marine Flying Field, Quantico, Va., at 2:10 p.m., two airplanes, a Fokker, piloted by 1st Lieut. Earl M. Randall, and a Vought, piloted by 2nd Lieut. Duncan W. Lewis, carrying Private Joseph H. Dhooghe, collided in the air, causing both planes to crash to the ground. Lieutenants Randall and Lewis and Private Dhooghe were killed.

April 19th.—An armed force of Dominicans in two groups made contact with sixty criminals of Ramon Batista in section El Rancho near Hato Mayor.

Colonel Arthur T. Marix was the principal speaker on the evening of April 19, 1922, at Young's Hotel, Boston, Mass., on the occasion of the meeting of the Massachusetts Society of the Order of the Founders and Patriots of America.

April 19th.—The funeral services for the late Lieutenants Randall and Lewis and Private Dhooghe were held in the Post Gymnasium at Quantico. The Major General Comandant, Brigadier General Butler and staff, all organizations in the post, and numerous visiting officers attended the funeral. Lieutenant Colonel Turner flew to Quantico in a Vought; and Lieut. Commander Johnston, U.S. Navy, commanding the Naval Air Station, Anacostia, D.C., and Lieutenant Quarles flew to Quantico in an HS2 to attend the funeral. An escort accompanied each body to its place of burial.

April 21st.—Lieutenant Colonel Giles Bishop Jr., gave a talk on "The Island of Guam" at the University Club, San Diego.

Colonel Arthur T. Marix made an address before the National Guard Association of Massachusetts on the subject of Santo Domingo and Haiti, at the Auditorium of the State House, Boston, Mass.

April 24th.—Circular letter concerning the "Procurement of Evening Dress Uniform," published by Major General Commandant, after approval by Secretary of the Navy.

Quartermaster General of the Army H. L. Rogers, addressed the following letter to General Lejeune:

"The Quartermaster Corps desires to express sincere appreciation of the courteous coöperation of the United States Marine Corps in connection with the Quartermaster Corps dance at the Marine Barracks, Saturday evening, April 22, 1922. The decorations, excellent condition of the floor, and the splendid music combined to make the evening most enjoyable. Will you transmit our thanks to those concerned."

April 25th.—Major Edwin H. Brainard left Fort Sill, Oklahoma on April 25th in a DH plane. Near Marlin trouble appeared in the carburetor. His plane "quit him so badly" that he had to land and did so in a regular quagmire, on a ranch on the bank of the Brazos River. Despite the floods and other obstacles the plane was rescued with the assistance of "eight mules and twenty men." He then waited two days for assistance and finally continued his trip to Ellington Field, Houston, Texas.

April 27th.—Lieutenant Colonel Thomas C. Turner lectured before the Marine Corps School, Quantico.

Guards of *Delaware*, *North Dakota*, and one-half of *Florida's* guard went ashore to make room for mid-shipmen. Remaining half of *Florida's* guard went ashore on June 2nd.

April 29th.—Major Alfred A. Cunningham had two fingers badly mangled in the milling machine of the machine shop at the flying field, Santo Domingo City.

April 30th.—Sergeant Majors Edward A. Platt and Daniel Sweeney, and Principal Musician of Band, Albert E. Banker, were retired.

May 1st.—Colonel Thomas C. Treadwell, was retired.

"The Royal Marine of 1922, happily no longer has to make both ends meet on 7d. a day, but as we write the Geddes axe hangs over our heads like the sword of Damocles of old, and many officers and men may shortly find themselves unemployed. Reduction in the armed forces of the Crown has invariably followed great wars, and our Corps has been no exception to the rule. Our numbers have always risen in time of war and fallen in time of peace. We have always survived the process and will survive it again, but we must now be prepared to face a period of small establishments and slow promotion with pride in our past and faith in our future. (*The Globe and Laurel*, May 1, 1922.)

Captain Warren J. Clear, 34th Infantry, in an article published in the *Infantry Journal* of May, 1922, Entitled "From Tientsin to Peking," wrote in part, as follows:

"One passes many types of the professional soldier on Legation Street—small, sturdy Japanese; tall, picturesque British Sikhs; swarthy, smiling Italian Marines; round-faced, boyish looking Dutch sailors; smart-looking Belgian infantrymen, all veterans of the World War, but the American Marine in his dress uniform is the neatest, most capable-looking soldier of them all. I visited the Marine Corps barracks—fine, spacious stone buildings in an immense compound, filled with beautiful shade trees, and was shown the library, large gymnasium, swimming pool, roof garden, bowling

alleys, and recreation room, furnished with pool and billiard tables and comfortable easy-chairs.

"'We have all the comforts of home,' said the Post Exchange Steward with malicious glee, recognizing me as a poor doughboy from Tientsin. 'And then some,' I agreed, wondering how the Marines always manage to get the best that's going—even in China."

Rear Admiral Philip Andrews addressed the following letter to the Commanding Officer of the *Henderson*:

"The Marine Detachment for the *Henderson* [60 Marines], for which Captain Robert Blake and 2nd Lieutenant John T. Selden are the officers, reported at my office at about 10:00 a.m., today, and I inspected them. I saw out of my window that were a very unusually fine looking lot of men. A closer look at them developed the fact that they are the best looking body of Marines of that number that I have ever seen together. I congratulate you on getting such a fine lot of soldiers for your ship."

May 3rd.—Sergeants William L. Sibley and R. H. Worley and Corporal Shaughnessy were commended in a letter written on May 27th by the Major General Commandant for their splendid work in organizing a guard, from forty Marines on liberty from Quantico, at the doors of the Treasury Building and in handling the crowds around the building during the fire on the morning of May 3rd, from 1:30 to 3:30 a.m.

Following despatch received: "The Commander-in-Chief takes pleasure in announcing that the Cup for the Greatest General Excellence and Efficiency attained by a Marine Detachment of the Atlantic Fleet for the past year has been awarded to the Marine Detachment of the *North Dakota*." The officers of this Marine Detachment were Captain Wethered Woodworth and 1st Lieutenant Ralph W. Culpepper.

Review of the troops at Quantico for Brigadier General Henry C. Haines.

Among the honorary pallbearers at Major General James W. McAndrews' funeral was Major General Commandant John A. Lejeune.

A battalion of Marines from the Washington Barracks under command of Major Clayton B. Vogel assisted in the ceremonies incident to the funeral of Major General James McAndrews, U. S. Army, at Arlington.

May 5th.—The Flying Field at Quantico was dedicated and the tablets erected in memory of the late Captain John A. Minnis and the late Second Lieutenant Walter V. Brown were unveiled. Major

General Commandant John A. Lejeune and Chaplain E. B. Niver addressed those present, that consisted of the entire Quantico garrison and many other distinguished guests including the families of the two deceased officers.

May 6th.—Colonel Charles C. Carpenter relieved Colonel Charles H. Lyman as 15th Regiment and District Commander in the Dominican Republic.

Parris Island won Elliott Trophy.

May 6th.—Declared a National Holiday by the Military Governor of Santo Domingo, for the purpose of celebrating the opening of the Carretera Duarte, the new road from Santo Domingo City to Santiago, D.R. The following despatch was sent to the Bureau of Insular Affairs by W. E. Pulliam:

"The Duarte Highway named in honor of one of the Republics national hero to be opened to traffic and public with appropriate ceremonies Saturday, May sixth. Thus the picturesque dream of the Spanish *conquistadores* centuries ago of a *camino real* across Espanola becomes a wonderful reality under American direction, urge and perseverance. This notable public improvement should and will do much for the development in more ways than one to Santo Domingo the *cradle of America*."

May 8th.—A detachment of 45 men under 1st Lieutenant Francis K. Blercher organized for duty at Wakefield. It will remain there until about November.

The 8th, 9th, 10th and 11th, were declared holidays by the Commanding General, 2nd Brigade, Dominican Republic, for the purpose of holding a Brigade Field Meet.

May 11th.—Peking sent the following despatch to Secretary of State: "Morning of tenth received the following telegram from ***: 'Recommend that Marines here (at Tientsin) on duty be relieved as the emergency has passed.'"

"*** I told *** over the telephone that I could not adopt his recommendation; that I would take the responsibility of instructing him to keep Marines longer for the reason that although first phase of danger to Tientsin had passed I considered we needed all the American troops we had here to fulfill our international obligation to guard railway in American sector and to protect American lives and property and to assure safety in case of resumption of hostilities; also sent radio to Admiral Strauss on the tenth as follows: 'In view of reports from Tientsin I consider it not advisable to withdraw Marines from Tientsin at the present time.'"

The Mayor of Baltimore and other distinguished persons were the guests of Brigadier General Smedley D. Butler at Quantico, Va.

May 12th.—Major General Commandant John A. Lejeune made a speech at the American League Baseball Park.

May 18th.—Many Senators, Representatives, and other distinguished guests, including the Secretary and the Assistant Secretary of the Navy visited Quantico. The *Mayflower* transported the guests to and from Quantico.

May 19th.—First Lieut. Gustaf A. Brodstrom was retired.

Early in the morning Captain Morse and his company of Policia Nacional Dominicana assaulted a camp of criminals under Chief Ole Bolio, who was severely wounded, but escaped.

Navy Crosses were awarded to the following: Captain Jesse L. Perkins, Sergeants William F. Passmore and Albert A. Taubert, and Private Emery L. Entrekkin.

May 20th.—Major General Commandant John A. Lejeune and Major General Wendell C. Neville inspected the Brooklyn barracks. On the same date these two officers attended the meeting of the Second Division Association of New York and made speeches.

The *Henderson* sailed for Japan. Among others on board were Major General George Barnett, Brigadier General Henry C. Haines, Colonel C. M. Perkins, and Colonel H. K. White (retired).

At about this date the Rifle Team from Quantico defeated the Naval Academy Rifle Team at Annapolis.

May 21st.—Following message received from Major John Marston, 3rd, commanding Marines at Managua, Nicaragua: "Fort La Loma was besieged by revolutionists at 1:00 p.m., May 21st. Commanding Officer notified them immediately that American interests would be protected with artillery fire should any firing on the Legation, Marine Detachment, or city occur. The Marine Camp was used as a refuge for entire government. A conference between Revolutionists and Government was suggested by American Minister and Commanding Officer and, after having been informed that no firing on the city would be tolerated and that drastic steps would be taken by the United States to protect American interests, the forts were evacuated. A representative of the garrison formally received the fort and the Alactridy government forces were reestablished about 9:00 p.m. Casualties (natives) five. Presence of Detachment amply justified. City quiet."

May 25th.—A review and inspection was held in honor of General Pershing at Quantico. Major General Commandant Lejeune and Brigadier General Butler were also present.

May 26th.—Letter addressed by Major General Commandant to Lieutenant Colonel Hamilton D. South, commanding the Portsmouth, N. H., Naval Prison, set forth the following extract from the Report of Inspection of Navy Yard, Naval Prison, Marine Barracks, Naval Hospital, U. S. S. *Southery* (Receiving Ship), Portsmouth, N. H., dated April 17, 1922, by the Commandant, First Naval District:

"The methods which were put into effect by Lieutenant Colonel Hamilton D. South, U. S. M. C., to completely reorganize the prison, have resulted in a state of discipline, which is, in my opinion, excellent. The condition of the prison, the personnel comprising the permanent guard, and all the prisoners, is excellent. Special attention is invited to the fact that Lieutenant Colonel South, by instituting the salvage section, has effected a saving to the Government of more than \$35,000. The condition of the entire prison reflects much credit on Lieutenant Colonel Hamilton D. South, U. S. M. C."

Major Roy S. Geiger, pilot, and 1st Sergeant Belcher, mechanic, left Quantico in a DH at 4:30 a.m., and arrived at Pensacola, Fla., at 3:45 p.m., a distance of 952 miles, on the same date.

The 35th (made up of men from Camaguey, Cuba) and 9th (of 10th Regiment) Companies that participated, under Colonel Cutts, in the Control Force manœuvres, returned to Quantico. The 35th Company was disbanded and the 9th Company rejoined the 10th Regiment.

May 28th.—Admiral Sir William C. Pakenham arrived at Quantico, Va., on board the *Raleigh*. He and his officers and crew were extensively entertained by the Quantico officers and men.

Decoration Day.—Commemorated by Marines all over the world.

At Suresnes, near Paris, Ambassador Herrick, Major General James G. Harbord, and Marshal Joffre took part in what was the principal ceremony in France. Major General Harbord made an address. "It is but four brief years," General Harbord recalled, "since the enemy thundered on the Aisne and the Marne. Four years ago to-morrow the American Second Division passed through the suburbs of this splendid city on its way to the front near Chateau-Thierry."

The Lincoln Memorial dedicated at Washington, D. C., Many Marines present. The *Washington Herald* of the 31st reported: "Marines, as usual, control whatever situation they are assigned to. Yesterday they had charge of seating the thousands who had tickets to the Memorial and this duty was performed to a *fare-thee-*

well. Not a hitch of any kind was noted, though the crowds came thick and fast."

France, through Ambassador Jusserand, presented to the United States the American flag which was displayed beside the French tricolor on the Eiffel Tower with a salute of 101 guns, when news arrived in France of America's entry into the World War. It will be placed in the National Museum. Ambassador Jusserand referred in his speech to the "first salute given the American flag in European waters," fired by the French Fleet at Quiberon Bay, to the thirteen-star emblem flown from the *Ranger*, commanded by John Paul Jones. This was not the first salute to the American flag in European waters, but was the first to the Stars and Stripes. The Marines of the *Ranger* on this occasion were commanded by Captain Matthew Parke and Lieutenant Samuel Wallingford.

May 31st.—Major Edwin H. Brainard, carrying a passenger, left Ellington Field, Houston, Texas, in a DH4B plane for Washington, D.C., and return. He arrived at Bolling Field, Washington, D.C., on June 3rd.

June 5th.—An editorial in the *Washington Evening Star* reads in part as follows: "Just four years ago Germany tried out the American fighting quality by sending a crack Prussian Guard against troops from this country who were holding Belleau Wood. The enemy had been advancing for some time with little or no check. He was confident of eventual success, and contemptuous of the forces south of Soissons flying the latest flag to be added to the joint standards of the Allies.

"What happened at Belleau Wood early in June, 1918, is now history, bitter history for the Germans, glorious history for the Americans and their associates. The Prussian Guard was hurled back. The German Grand Headquarters sped a message of warning that the lightning trained soldiers of Uncle Sam were capable of holding their own. To this country flashed a report that thrilled the country, which had been waiting for weeks for some definite word of how our troops would bear themselves in battle.

"Belleau Wood thus became a symbol of American quality in the war."

The Investigation by the Senate Committee of Haiti and Santo Domingo is about completed and the Committee is preparing a rather lengthy report.

June 6th.—The Third Annual Reunion of the Second Division was held at Quantico, Va., on the 6th, 7th, and 8th.

BOOK REVIEWS

A MARINE, SIR! By Edward Champe Carter. Boston. The Cornhill Publishing Company. 1921.

Under this title, the author has given us a boy's story with a hero wearing the uniform of the Marines. It is dedicated by the author to "Major General John A. Lejeune, U.S.M.C., a Bayard to his 'Boys' and a Du Guesclin to the World at large, as a very inadequate mode of thanks for all he has done, and stood for, to the 'Boy' of another fellow." A foreword by General Lejeune commends the book.

THE MARINES HAVE LANDED. By Lieut. Col. Giles Bishop, Jr., U.S. Marine Corps. Philadelphia. The Penn Publishing Company. 1920. Illustrated with sixteen cuts.

An interesting book for boys that has an added value in that it teaches the history of the Marines, and sets forth practical information of the service. It is dedicated to Major General George Barnett.

THE MARINES HAVE ADVANCED. By Lieut. Col. Giles Bishop, Jr., U.S. Marine Corps. Philadelphia. The Penn Publishing Company. 1922. Illustrated with five illustrations.

A sequel to *The Marines Have Landed* by the same author, and should prove of great interest to all boys attracted by military and naval life. The author dedicates it to Brigadier General Joseph H. Pendleton, U.S.M.C., "in remembrance of his ability as a leader and of his friendship."

THE ENGINEERS SERVICE IN WAR—A manual of instruction. Prepared in the Office of The Chief of Engineers and Published by Authority of The Secretary of War for The Society of American Military Engineers, February, 1922. The Service Press, 423-425 G Street, N. W., Washington, D. C. Price twenty-five cents.

This manual contains thirty-five pages and is divided into four sections, covering its subject concisely and comprehensively. It is valuable as a text-book for classes of instruction.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS
OF AUGUST 24, 1912

Of THE MARINE CORPS GAZETTE, published quarterly at
Philadelphia, Pa., for April 1, 1922

Washington, D. C. } ss.

Before me, an Adjutant and Inspector in the U. S. Marine Corps (authorized to administer oaths), personally appeared Edwin N. McClellan, who having been duly sworn according to law, deposes and says that he is the editor of THE MARINE CORPS GAZETTE, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:
Publisher, Marine Corps Association, 227 South 6th St., Philadelphia, Pa.
Editor, Edwin N. McClellan.
Managing Editor: None.
Business Managers: None.
2. That the owners: are (Give names and addresses of individual owners, or, if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent. or more of the total amount of stock.)
Marine Corps Association, Headquarters, U. S. Marine Corps, Washington, D. C.
3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent. or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.
4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation, has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.
5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is (This information is required from daily publications only.)

(Signed) E. N. McCLELLAN

Sworn to and subscribed before me this first day of April, 1922.

(Seal)

(Signed) FREDERICK A. BARKER,
Major, U.S.M.C., A.A. and I





FIRST LIEUTENANT PRESLEY NEVILLE O'BANNON

BORN IN 1784 IN FAUQUIER COUNTY, VA. (LATER KENTUCKY). APPOINTED SECOND LIEUTENANT, JANUARY 18, 1801; PROMOTED FIRST LIEUTENANT, OCTOBER 15, 1802; RESIGNED, MARCH 6, 1807. WAS WITH EATON ON HIS MARCH FROM ALEXANDRIA, EGYPT TO DERNE, TRIPOLI, IN 1805 AND HOISTED THE AMERICAN FLAG OVER DERNE WHEN IT WAS CAPTURED ON APRIL 27TH. THE PRESENT SWORD OF THE MARINE CORPS IS MODELED AFTER A SWORD WITH A MAMELUKE HILT PRESENTED TO HIM, BY FORMER BASHAW OF TRIPOLI, HAMET, IN 1805. A DESTROYER HAS BEEN NAMED IN HIS HONOR BY THE SECRETARY OF THE NAVY.